



**Sean Rogan**  
Executive Director

**COMMUNITY DEVELOPMENT COMMISSION  
of the County of Los Angeles**

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**Gloria Molina  
Mark Ridley-Thomas  
Zev Yaroslavsky  
Don Knabe  
Michael D. Antonovich**  
Commissioners

February 26, 2013

The Honorable Board of Commissioners  
Community Development Commission  
County of Los Angeles  
383 Kenneth Hahn Hall of Administration  
500 West Temple Street  
Los Angeles, California 90012

Dear Commissioners:

**ADOPTED**

Community Development Commission

1-D February 26, 2013

**SACHI A. HAMAI**  
EXECUTIVE OFFICER

**ALLOCATION OF COUNTY GENERAL FUNDS AND APPROVAL OF ENVIRONMENTAL  
DOCUMENTATION FOR EIGHT AFFORDABLE HOUSING DEVELOPMENTS IN THE CITIES OF  
GLENDALE, LOS ANGELES, PASADENA, SANTA MONICA, AND SAN FERNANDO  
(DISTRICTS 1, 2,3,5) (3 VOTE)**

**SUBJECT**

This letter recommends that your Board approve the allocation of County General Funds (CGF) for eight affordable rental housing developments, and related environmental documents. On October 23, 2012, the Board of Supervisors directed the Community Development Commission (Commission) to proceed immediately with the release of a "Notice of Funding Availability" (NOFA) to support the development of affordable housing projects in the County. The Board approved \$11,000,000 for this purpose, with half of the funds being allocated for special needs housing developments.

**IT IS RECOMMENDED THAT THE BOARD:**

1. Acting as a responsible agency pursuant to the California Environmental Quality Act (CEQA), certify that the Commission has considered the attached Notices of Exemption for the Vermont Manzanita and Courtleigh Villas projects, which were prepared by the City of Los Angeles as lead agency; and find that these projects will not cause a significant impact on the environment.
2. Acting as a responsible agency pursuant to CEQA, certify that the Commission has considered the attached Notice of Exemption for the Step Up on Colorado project, which was prepared by the City of Santa Monica as lead agency; and find that this project will not cause a significant impact on the environment.

3. Acting as a responsible agency pursuant to CEQA, certify that the Commission has considered the attached Notice of Exemption for the Mar Vista Union project, which was prepared by the City of Pasadena as lead agency; and find that this project will not cause a significant impact on the environment.
4. Acting as a responsible agency pursuant to CEQA, certify that the Commission has considered the attached Notice of Exemption for the Veteran's Village of Glendale project, which was prepared by the City of Glendale as lead agency; and find that this project will not cause a significant impact on the environment.
5. Acting as a responsible agency pursuant to CEQA, certify that the Commission has considered the attached Initial Study/Mitigated Negative Declarations (IS/MND) for the LDK Senior Apartments project and the Paseo at California project, which were prepared by the City of Los Angeles as lead agency; find that the mitigation measures identified in the IS/MNDs for these projects are adequate to avoid or reduce potential impacts below significant levels; and find that these projects will not cause a significant impact on the environment.
6. Acting as a responsible agency pursuant to CEQA, certify that the Commission has considered the attached Initial Study/Mitigated Negative Declaration (IS/MND) for the Harding Apartments project, which was prepared by the City of San Fernando as lead agency; find that the mitigation measures identified in the IS/MND for this project is adequate to avoid or reduce potential impacts below significant levels; and find that this project will not cause a significant impact on the environment.
7. Approve loans to eight recommended developers, identified in Attachment A, using CGF in a total amount of up to \$8,115,425 for five special needs developments and three affordable multifamily developments.
8. Approve a loan to Aszkenazy Development Incorporated, identified in Attachment A, using HOME Investment Partnerships Program (HOME) funds in a total amount of up to \$1,669,000 for one of the five special needs developments.
9. Authorize the Executive Director or his designee to negotiate, execute, and if necessary, reduce or terminate the loan agreements with the recommended developers, identified in Attachment A, and all related documents, including but not limited to documents to subordinate the loans to permitted construction and permanent financing and any intergovernmental, interagency, or inter-creditor agreements necessary for the implementation of each development, following approval as to form by County Counsel.
10. Authorize the Executive Director or his designee to execute amendments to the loan agreements and any related documents, as may be necessary for the implementation and administration of each development, following approval as to form by County Counsel.
11. Authorize the Executive Director or his designee to accept up to \$11,000,000 in CGF allocated by the Board of Supervisors on October 23, 2012 for the purposes described above.
12. Authorize the Executive Director or his designee to incorporate, as needed, up to \$11,000,000 in CGF and up to \$1,669,000 in HOME funds into the Commission's approved Fiscal Year 2013-2014 budget, for the purposes described above. The NOFA Round 18 offered \$8,800,000 in CGF for affordable housing developments, and set aside \$2,200,000 for the Commission's administrative costs.

### **PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION**

On October 23, 2012, the Board of Supervisors allocated \$11,000,000 for a NOFA, and related administrative costs for the creation of approximately 176 new units of affordable housing. The Commission is now returning to the Board with recommendations to award CGF and HOME funds to the developers of the eight affordable housing projects, identified in Attachment A. All eight projects were selected through the Commission's NOFA process.

The recommended allocation of \$8,115,425 in CGF and \$1,669,000 in HOME funds will finance a total of 310 new units, of which 99 units are special needs housing and 174 units are non-special needs housing.

We request your approval of the proposed projects to ensure that the proposed developments can meet the March 6, 2013 deadline for the next Low Income Housing Tax Credit application to the California Tax Credit Allocation Committee (CTCAC).

### **FISCAL IMPACT/FINANCING**

The recommended loans to the developers identified in Attachment A will provide a total amount of up to \$8,115,425 in CGF and an additional \$1,669,000 in HOME funds to finance eight developments. Funds for these loans will be incorporated into the Commission's approved Fiscal Year 2013-2014 budget on an as-needed basis.

Final loan amounts will be determined following completion of negotiations with the developers and arrangements with other involved lenders. Each loan will be evidenced by a promissory note and secured by a deed of trust, with the term of affordability enforced by a recorded Covenants, Conditions and Restrictions document.

### **FACTS AND PROVISIONS/LEGAL REQUIREMENTS**

On January 17, 2012, the Board directed the Commission and the Chief Executive Office to develop an Affordable Housing and Economic Development Framework. As a result of this process, the Board allocated \$11,000,000 for the issuance of a NOFA to fund the creation of approximately 176 additional units of affordable housing and related administrative costs. This allocation of CGF allowed the Commission to issue a NOFA for affordable multifamily rental housing last calendar year.

On November 20, 2012, the Commission made available approximately \$8,800,000 in CGF for the development of affordable rental housing. Eleven proposals were received by the December 20, 2012 deadline for a total demand of \$11,190,425 in CGF, \$4,088,000 in HOME and \$300,000 in Homeless Funds. Only ten out of 11 proposals passed the threshold review phase and advanced to the technical review phase. Technical reviews were performed by consultants and the Commission's Independent Review Panel reviewed the consultants' technical scoring. Applicants were notified of the scoring results and given 24 hours to appeal individual scores for procedural or technical errors. The Panel reviewed all applicant appeals and administratively adjudicated each request.

The developments recommended for funding awards have met threshold criteria. Only proposals scoring a minimum of 70% of the total overall points were considered for an award. Additionally, proposals were also required to score a minimum of 70% of the total points under each of the

following categories in order to be considered for an award: (1) Development Feasibility, (2) Design, and (3) Supportive Services and Property Management Plan.

All loan agreements and related documents will incorporate affordability restrictions and provisions requiring developers to comply with all applicable federal, state, and local laws. The approval of all eight projects and subsequent approval of two pending finalization will leverage approximately \$137,095,452 in additional external resources. This is fifteen times the amount of CGF offered through the NOFA.

The loan agreements and related documents will set aside a minimum of 20% of each development's rental units at rates affordable to low-income households earning no more than 50% of the median income for the Los Angeles-Long Beach Metropolitan Statistical Area, adjusted for family size, as established by the U.S. Department of Housing and Urban Development. For special needs housing, a minimum of 35% of the units will be reserved for households with incomes no more than 50% of median income. The Loan Agreements will require that the affordable housing units be set aside for a period of 55 years.

Attachment A is a complete list of developments recommended for funding at this time. It should be noted that of the eight developments listed, six earned optional points through the Energy Efficiency Incentive, which commits projects to exceed California's Title 24 Energy Standards by at least 20%. These incentive points are part of the design category.

## **ENVIRONMENTAL DOCUMENTATION**

The proposed projects identified in Attachment A have been reviewed by the Commission pursuant to the requirements of CEQA.

The Vermont Manzanita and Courtleigh Villas projects were determined Statutorily Exempt from the requirements of CEQA by the City of Los Angeles in accordance with State CEQA Guidelines Section 15268. The Commission's consideration of these determinations satisfies the requirements of CEQA.

The Step Up on Colorado project was determined exempt from the requirements of CEQA by the City of Santa Monica in accordance with State CEQA Guidelines Sections 15194 and 15268. The Commission's consideration of this determination satisfies the requirements of CEQA.

The Mar Vista Union project was determined exempt from the requirements of CEQA by the City of Pasadena in accordance with State CEQA Guidelines Section 15194. The Commission's consideration of this determination satisfies the requirements of CEQA.

The Veteran's Village of Glendale project was determined Categorically Exempt from the requirements of CEQA by the City of Glendale in accordance with State CEQA Guidelines Section 15332. The Commission's consideration of this determination satisfies the requirements of CEQA.

As a responsible agency, and in accordance with the requirements of CEQA, the Commission reviewed the IS/MNDs prepared by the City of Los Angeles for the LDK Senior Apartments projects and the Paseo at California project, and determined that these projects will not have a significant adverse impact on the environment. The Commission's consideration of the IS/MNDs and filing of the Notices of Determination satisfy the State CEQA Guidelines as stated in Article 7, Section 15096.



As a responsible agency, and in accordance with the requirements of CEQA, the Commission reviewed the IS/MND prepared by the City of San Fernando for the Harding Apartments project, and determined that this project will not have a significant adverse impact on the environment. The Commission's consideration of the IS/MND and filing of the Notice of Determination satisfy the State CEQA Guidelines as stated in Article 7, Section 15096.

**IMPACT ON CURRENT SERVICES (OR PROJECTS)**

The requested actions will increase the supply of affordable housing and special needs housing in the County of Los Angeles.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Sean Rogan", followed by a horizontal line.

SEAN ROGAN

Executive Director

SR:bd

Enclosures

**ATTACHMENT A**  
**EIGHTEENTH NOTICE OF FUNDING AVAILABILITY**  
**RECOMMENDED ALLOCATIONS FOR COUNTY GENERAL FUNDS AND HOME FUNDS**

**Special Needs Developments**

		Recommendation								
Distr.	Location	Development/ Applicant	Type of Development	Total Project Units	Special Needs Units (assisted)	Affordable Units (assisted)	County General Funds	HOME Funds	Other Resources	Total Development Cost
2	Los Angeles	Vermont Manzanita/ West Hollywood Community Housing Corp.	Homeless HH/ Multifamily	40	15	14	\$ 965,425	\$ -	\$ 13,387,712	\$ 14,353,137
2	Los Angeles	Courtleigh Villas/ PATH Ventures	Homeless HH/ Mental Illness	23	22	0	\$ 950,000	\$ -	\$ 7,674,000	\$ 8,624,000
3	San Fernando	Harding Apartments/ Aszkenazy Development, Inc.	Homeless HH/ Frequent Users of DMH & DHS/ Multifamily	29	11	11	\$ 1,100,000	\$ 1,669,000	\$ 7,511,645	\$ 10,280,645
3	Santa Monica	Step Up on Colorado/ Hollywood Community Housing Corporation	Homeless HH/ Chronically Homeless/ Mental Illness	34	32	0	\$ 1,100,000	\$ -	\$ 12,196,054	\$ 13,296,054
5	Pasadena	Mar Vista Union/ National Community Renaissance of California	Homeless HH	20	19	0	\$ 950,000	\$ -	\$ 10,785,064	\$ 11,735,064
				146	99	25	\$ 5,065,425	\$ 1,669,000	\$ 51,554,475	\$ 58,288,900

**Affordable Housing Developments**

1	Los Angeles	The Paseo at Californian/ American Communities	Multifamily	53	0	41	\$ 1,100,000	\$ -	\$ 17,748,141	\$ 18,848,141
2	Los Angeles	LDK Senior Apartments/ LTSC Community Development Corp.	Senior	67	0	65	\$ 1,100,000	\$ -	\$ 23,996,268	\$ 25,096,268
5	Glendale	Veteran Village of Glendale/ Thomas Safran & Associates Development, Inc.	Multifamily (preference for veterans)	44	0	43	\$ 850,000	\$ -	\$ 18,634,963	\$ 19,484,963
				164	0	149	\$ 3,050,000	\$ -	\$ 60,379,372	\$ 63,429,372
				310	99	174				

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201 NORTH FIGUEROA STREET  
LOS ANGELES, CA 90012

ROBERT R. "BUD" OVROM  
GENERAL MANAGER

RAYMOND S. CHAN, C.E., S.E.  
EXECUTIVE OFFICER

December 10, 2012

West Hollywood Community Housing Company  
Attn: Rose Olson,  
Director of Housing & Real Estate Development  
7530 Santa Monica Blvd. Suite 1  
West Hollywood, CA 90046

**Re: Vermont Manzanita, 1233 S Vermont Ave., Los Angeles, CA 90006**

**Project:** *40 units of low-income housing for families*

To Whom it May Concern:

We have reviewed the preliminary plans dated on *10/15/12* for LA Zoning requirements submitted to us for the above referenced project. With the plans as proposed, the project is ministerial and would be statutorily exempt from a CEQA review.

Sincerely,

Lincoln Lee  
Chief, Development Services Case Management  
Department of Building & Safety

LL:ylw

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GENERAL MANAGER

RAYMOND S. CHAN, C.E., S.E.  
EXECUTIVE OFFICER

December 17, 2012

John Molloy, Executive Director  
PATH Ventures  
340 N. Madison Avenue  
Los Angeles, CA 90004

**Re: 11743-11738 Courtleigh Dr., Los Angeles, CA 90066**  
**Project: 23 units of very low-income housing for disabled persons**

To Whom it May Concern:

We have reviewed the preliminary plans dated on 12/18/2012 for LA Zoning requirements submitted to us for the above referenced project. With the plans as proposed, the project is ministerial and would be statutorily exempt from a CEQA review.

Sincerely,

Lincoln Lee  
Chief, Development Services Case Management  
Department of Building & Safety

LL:yw



**CITY OF SANTA MONICA  
CITY PLANNING DIVISION**

**ADMINISTRATIVE APPROVAL  
DETERMINATION**

**Case Number:** Administrative Approval 12AA-002

**Location/Zone:** 520 Colorado Avenue; C3 (Downtown Commercial District)

**Proposed Project:** The proposed project involves a new 5-story (53'-0" in height), 100 % affordable housing project consisting of 33 SRO units and 1 one-bedroom unit, 12,240 square feet of adjusted project floor area, and 10 parking spaces on-site. The project would provide housing for the Step-Up on Second non-profit organization. The project also includes a request for a Shared Parking Permit to allow 5 off-site parking spaces provided at 1548 5<sup>th</sup> Street (Step-Up on Fifth) to comply with project parking requirements.

**Lot Dimensions & Area:** 41.75' x 150' = 6,262.98 Square Feet

**Applicant:** Killefer Flammang Architects

**Rent Control Status:** Exempt; Commercial Property

**CEQA Status:** Exempt pursuant to Section 15280 of the State Guidelines (Low-Income Housing Projects) in which CEQA does not apply to any development project which consists of the construction, conversion, or use of residential housing consisting of not more than 100 affordable units in an urbanized area. The project is also exempt pursuant to Section 15268 which states that ministerial projects are exempt from the requirements of CEQA.

**Previous Relevant Permits:** None.

**MUNICIPAL CODE COMPLIANCE**

Category	Municipal Code	Proposed Project
Permitted Use Classification	Single Room and Occupancy Multi-family Residential.	100% Affordable Housing project containing 33 SRO units, and 1 one-bedroom unit (manager unit).

	[SMMC 9.04.08.18.010 (v) and (hh)]	
Interim Zoning Ordinance 2356 (CCS)	Pursuant to Section 3 (c) of the Interim Zoning Ordinance, projects in the Downtown Core which exceed 32 feet in height require Development Agreement approval. However, pursuant to Section 3 (d), 100% Affordable Housing Projects shall be processed ministerially, and a development agreement is not required for this project.	The proposed project is a 100% Affordable Housing Project, and therefore complies with the current IZO.
Height / No. of Stories	<p>45 feet   3 stories 55 feet   Unlimited (Affordable)</p> <p>[SMMC 9.04.08.18.060(a)]</p> <p>The height of an affordable housing project located in a non-residential district may exceed maximum district height by 10 feet.</p> <p>[SMMC 9.04.10.14.030(a)(1)]</p> <p>No limit to the number of stories provided at least one level is devoted toward residential uses.</p> <p>[SMMC 9.04.08.18.060(a)]</p>	<p>Proposed Building Height and Stories:</p> <p>The proposed building is 5 stories and 53 feet in height as measured from the Average Natural Grade</p>
Floor Area Ratio	<p>2.0 FAR (2.5 x 6,263) = 12,526 SF maximum.</p> <p>Floor area devoted to residential uses shall be discounted at 50%.</p> <p>[SMMC 9.04.08.20.060(b)]</p>	<p>Proposed Floor Area:</p> <p>12,240 / 6,263 = 1.9 FAR.</p> <p>Covered At-Grade Parking Floor Area: 4,098 SF</p> <p>Residential Floor Area: 16,284 SF x 50% = 8,142 SF</p> <p>4,098 SF + 8,142 SF = 12,240 SF</p> <p>12,240 SF &lt; 12,526 SF</p>
Front Yard Setback	Landscaping as required by SMMC Section 9.04.08.18.065(e) Which requires a landscaped	The property is less than 50 feet in width (41.75 feet), therefore this landscaping

	area of twenty-five square feet per fifty feet of parcel street frontage shall be provided and incorporated into the pedestrian-oriented design elements.	requirement is not applicable.  However, the project proposes approximately 25 SF of landscaping within the front yard area.
Rear Yard Setback	None Required.	None Provided.
Side Yard Setback	None Required.	None Provided.
Building Height Projections	<p>Exceptions to the height limit are established in SMMC 9.04.10.02.030, and further described below:</p> <p>Stairwell enclosures shall not exceed 14 feet the permitted height in the district (55 feet max).</p> <p>Legally required parapets that do not exceed 42 inches in height.</p> <p>Mechanical equipment enclosures shall not exceed 12 feet above the height permitted in the district.</p> <p>Mechanical screening of rood-mounted equipment shall not exceed 30% of the roof area.</p> <p>The area of all enclosures that extend above the roofline shall not exceed 25% of the roof area. This limitation does not apply to solar energy systems.</p>	<p>Stairwell enclosure projects 7 feet above the permitted building height (175 SF of area on roof)</p> <p>Roof Parapet projects 18 inches above the permitted building height.</p> <p>Mechanical equipment shall not exceed 12 feet in height above the permitted building height.</p> <p>Roof-mounted mechanical screening projects 3 feet above the permitted building height. Total screening area shall not exceed 30% of the roof area.</p> <p>Area of all enclosures shall not exceed 25% of the roof area.</p>
Building Volume Envelope	Any portion of a structure between 31 and 45 feet must provide an additional 9- foot average setback adjacent to the street frontage. The third, fourth, and fifth floors of the structure are within 31 and 45 feet and subject to the additional setback.	

	<p>The following setbacks are required between 31-45 feet:  41.75 feet x 9 feet x 14 feet =  5,261 cubic feet of additional setback.</p> <p>Portions of a building between 46 and 56 feet must provide an additional 18-foot average setback. The fifth floor is subject to the setback requirement between 46 and 56 feet.</p> <p>The following setbacks are required between 46-53 feet:  41.75 feet x 18 feet x 7 feet =  5,260 cubic feet of additional setback</p> <p>[SMMC 9.04.10.02.040].</p>	<p>Project provides approximately 12,068 cubic feet of additional setback.</p> <p>Project provides approximately 8,311 cubic feet of additional setback.</p>
Special Project Design	<p>Entries to the ground floor commercial spaces shall be at the same grade as the adjacent public sidewalk. The finished first floor level of the ground floor commercial spaces shall be no more than 6 inches below the average grade of the adjacent sidewalk or 12 inches above the average grade of the adjacent sidewalk.</p> <p>The ground floor level floor-to-floor height shall be a minimum of 15 feet within the front 50 feet of the building. Affordable housing projects shall not be subject to this requirement.</p> <p>For new buildings or additions to existing buildings that are adjacent to buildings that are considered historic resources, all portions of the new building or addition within a five-foot vertical distance from the cornice of the adjacent historic resource shall be stepped back ten feet from the adjacent side property line and the adjacent side wall shall be designed with the same level of finish and detailing as the front façade of the new construction. The Planning Commission, or Architectural Review Board in the</p>	<p>Affordable housing projects are not required to provide ground floor commercial space, therefore this requirement is not applicable.</p> <p>Affordable housing projects are not subject to this requirement.</p> <p>The City has determined that the adjacent property located at 516 Colorado Avenue (Angels Attic) is a historic resource, and this setback requirement is applicable to the project.</p> <p>Applicant will be requesting a modification from the Architecture Review Board to allow upper portions of the building to project into the minimum 10 foot side yard setback requirement. In the event that a modification is not</p>



	<p>absence of Planning Commission review, may modify this requirement if the following findings of fact can be made in an affirmative manner:</p> <p>(1) The proposed modification enhances the compatibility of the new construction and the historic resource; and</p> <p>(2) The proposed modification complies with the Secretary of Interior's Standards for the Rehabilitation of Historic Structures.</p> <p>[SMMC 9.04.08.18.065]</p>	<p>granted by the Architecture Review Board, the plans shall be revised to comply with this setback requirement prior to issuance of a building permit.</p>
Residential Uses in Commercial Districts: Private Open Space	<p>Any project containing 6 or more residential units shall provide a minimum of 50 SF of private open space. For purposes of this requirement, "residential dwelling unit" shall mean any unit three hundred seventy-six square feet in area or larger. Affordable Housing Projects may substitute one square foot of common open space for each square foot of required private open space.</p> <p>[SMMC 9.04.10.02.111(d)]</p>	<p>The project contains 33 SRO units, and 1 one-bedroom unit. The SRO units are not subject to providing private open space, however the one-bedroom unit requires 50 SF of private open space.</p> <p>The project includes a total of 675 SF of common open space on the second floor of the building (courtyard).</p> <p>Since Affordable Housing Projects may substitute one square foot of common open space for each square foot of required private open space, the 675 SF of common open space exceeds the minimum 50 SF required for the project.</p>
Location and Screening of Mechanical Equipment	<p>Not permitted on the side of building if adjacent to a residential building on an adjoining lot.</p> <p>[SMMC 4.12.150]</p> <p>All mechanical that extends more than twelve inches above the roof parapet shall be screened from view. Equipment shall be screened from a horizontal plane on all sides with an impact resistant wall.</p> <p>[SMMC 9.04.10.02.140]</p>	<p>No mechanical equipment is proposed on the side of the building.</p> <p>The plans note that all mechanical equipment located on the roof shall be screened if visible from public view.</p>



• Driveways	One, single driveway with a 10-foot minimum width and a 12 foot minimum apron.  SMMC [9.04.10.08.100(d)(e)]	One single driveway with a 12-foot minimum width and a 12-foot minimum apron is provided.
Hazardous Visual Obstructions	No person shall permit any obstruction, including, but not limited to any fence, wall, hedge, tree or landscape planting to obscure or block the visibility of vehicles entering or exiting an alley, driveway, parking lot, street intersection or other vehicle right-of-way or to constitute an unreasonable and unnecessary hazard to persons lawfully using an adjacent pedestrian or vehicle right-of-way.  [SMMC 9.04.10.02.090]	Hazardous view areas clear of any obstructions have been integrated into the design of the proposed project.
Bicycle Parking	Required for all new non-residential buildings or structures. [SMMC 9.04.10.08.050].	The proposed building is residential, and is therefore not subject to this requirement.
Carpool/Vanpool Parking	Required for office or industrial buildings or structures in excess of 50,000 square feet. None are required for this proposal. [SMMC 9.04.10.08.050(b)]	Not applicable and therefore none provided.
Loading Spaces	Commercial buildings between 15,001 – 45,000 SF are required to provide 2 loading space that is at least 10 feet wide, 20 foot depth and 14 feet of vertical clearance. [SMMC 9.04.10.10.030(a)(e)].	The proposed building does not include a commercial component, and therefore a loading space is not required.
Unexcavated Yards	Not applicable to the subject project. [SMMC 9.04.10.02.170]	Not applicable.
Reflective Materials	No more than 25% of the surface area of any façade on any new building shall contain black or	The proposed façade is designed with clear glazing and no reflective glass is

	<p>mirrored glass or other mirror-like material that is highly reflective.</p> <p>Materials for roofing shall be of a non-reflective nature.</p> <p>50% of the ground floor façade for the buildings primary frontage shall provide visibility to the interior of the building.</p> <p>Glazing on the ground floor street frontage façade shall be clear glass. [SMMC 9.04.10.02.070]</p>	<p>proposed.</p> <p>Proposed roof materials are of a non-reflective nature.</p> <p>Glass entry wall has a minimum of 50% clear glazing along front façade.</p> <p>Glass entry wall has a minimum of 50% clear glazing along front façade.</p>
Build-to-Line	<p>Up to 50% of the front or street side façade area of the first floor, or first and second floors in buildings with more than one floor, may extend to the front or side street property line so that the building visually reinforces the building façade line of the street. The building may be setback from the front or street side property line to accommodate shop entrances, arcades, plazas, sidewalk cafes, other approved urban design amenities, or landscaping required pursuant to the provisions of Part 9.04.10.04 [SMMC 9.04.10.02.050].</p>	<p>The front setback varies between approximately 5'-11" to 20'-0" to improve the building's compatibility with the adjacent Angels Attic building. Since the buildings on this block are generally not located at the front property line and do not provide a building façade line of the street (street wall), this provision is not appropriate based on the context of the area.</p>
Affordable Housing Production Program	<p>Four options available: provide 20% of the units as low affordable housing units or 10% of the units as very-low affordable units on-site; provide the affordable housing off-site; pay an affordable housing fee; or, acquire land for affordable housing.</p> <p>[SMMC 9.56]</p>	<p>100% of the units will be deed restricted as affordable housing units to moderate income households or lower.</p>
Deed Restriction Required	<p>Required for projects that are not subject to a Development Review permit because the calculation of the residential square footage was reduced by 50%. The deed restriction sets forth the obligation of the applicant to</p>	<p>Deed restriction is required to be recorded prior to issuance of a building permit. Applicant has been notified that a deed restriction is required.</p>

	<p>maintain the residential use of the project for the life of the project. [SMMC 9.04.08.20.065]</p> <p>Required for affordable housing projects. The deed restriction will set forth the obligation of the applicant to maintain all units (100%) as affordable housing units for the life of the project.</p>	Deed restriction is required to be recorded prior to the issuance of a building permit. Applicant has been notified that a deed restriction is required.
Child Care Linkage Program	Pursuant to Sections 9.72.030 and 9.72.040(a), a child care linkage fee or participation in the construction or establishment of child care facilities are not required for this residential project.	Not applicable and therefore not provided.
Cultural Arts Requirement	Pursuant to SMMC Section 9.04.10.20.030 and SMMC 9.04.10.20.040(a), this provision is not applicable to residential or affordable housing projects.	Not applicable and therefore not provided.
Project Mitigation Measure Fee	Applies to general office projects that exceed 15,000 s.f. of new floor area. [SMMC 9.04.10.12.010]	Not applicable and therefore not provided.

Solid Waste Management Division approval date: 3/26/12

Transportation Management Division approval date: 5/17/12

**Comments / Conclusions:** The proposed project involves an affordable housing project (Step-Up on Colorado) located at 520 Colorado Avenue. The applicant proposes a 5-story (53'-0" in height) building consisting of 33 SRO units and 1 one-bedroom unit, 12,240 square feet of adjusted project floor area, and 10 parking spaces on-site. The project would provide transitional housing for the Step-Up on Second non-profit organization. The ground floor would consist of a residential lobby, 10 parking spaces accessed from the rear alley, and 248 SF refuse and recycling area. For new buildings that are adjacent to buildings that are considered historic resources, all portions of the new building within a five-foot vertical distance from the cornice of the adjacent historic resource shall be stepped back ten feet from the adjacent side property line and the adjacent side wall shall be designed with the same level of finish and detailing as the front façade of the new construction. The City has determined that the adjacent property located at 516 Colorado Avenue (Angels Attic) is a historic resource, and this setback requirement is applicable to the project. The applicant will be requesting a modification from the Architecture Review Board to allow upper portions of the building to

project into the minimum 10 foot side yard setback requirement. The project proposes a building height incentive not to exceed 10 feet above the district requirement (8 feet of additional height proposed), and will require deed restrictions due to exemption from development review, height bonus, and to ensure the units are maintained as affordable units. The project also includes a Shared Parking Permit request to allow a shared parking arrangement to satisfy the parking requirements of the proposed housing project. Specifically, the applicant proposes to utilize five (5) off-site parking spaces located at 1548 5<sup>th</sup> Street (Step-Up on 5<sup>th</sup>, Transitional Housing Project), which is a property owned in fee by the applicant. Based on the Parking Demand and Supply Study (dated 2/14/12) provided by the applicant, a minimum of five (5) parking spaces are available during peak and off-peak parking demand periods, thereby demonstrating that there are a sufficient number of parking spaces available for the proposed project and shared parking arrangement. The proposed project, as designed, complies with the property development standards set forth for the C3 (Downtown Commercial) district and therefore merits administrative approval.

#### **FINDINGS:**

1. *The proposed development conforms precisely to the development standards for the area and the Santa Monica Municipal Code and General Plan.*
2. *The proposed development does not required discretionary review or approval as outlined in the Municipal Code.*

#### **NOTATIONS OF MUNICIPAL CODE AND OTHER REQUIREMENTS:**

- The Administrative Approval shall expire if the rights granted are not exercised within one year, or if located in the Coastal Zone, eighteen months, from the date of approval. However, if the permit is for affordable housing or a mixed use project where housing units comprise at least seventy-five percent of the floor area of the project (collectively "housing project"), and the housing project has received City, State or Federal funding or is comprised of units at least fifty percent of which are deed-restricted to be affordable to low income households and the remainder of which are deed-restricted to be affordable to low or moderate income households, in the absence of a time period established by the Planning Commission or City Council on appeal as a condition of granting the permit, the Administrative Approval shall expire if the rights granted are not exercised within three years, or if located in the Coastal Zone, three and one-half years from the effective date of permit approval. These time limits may be extended by the Zoning Administrator for good cause, for a period to not exceed one (6) months, or one (1) year for projects with residential uses, upon written request by the applicant. In the case of a construction project, a building permit must be obtained prior to the expiration of this approval in order to exercise the rights granted by this approval. The Administrative Approval shall also expire if the building permit expires or if the rights granted under the Administrative Approval are not exercised within one year following the earliest to occur of the following: issuance of a Certificate of Occupancy or, if no Certificate of Occupancy is required, the last required final inspection for the new construction. In the case of a change of use, a business license must be obtained and the use must be in operation prior to the expiration of this approval. Applicant is on notice that any extension may not be granted if development standards relevant to the project have changed since project approval.
- Pursuant to Santa Monica Municipal Code (SMMC) Chapter 9.56, the project is subject to the City's Affordable Housing Production Program which requires the proposed 34-unit housing development to provide ten (10%) percent of the residential units affordable to very-low income households on-site, or twenty (20%) percent of the units affordable to low income households on-site, or one hundred (100%) percent of the units affordable to moderate income households on-

site. The applicant will satisfy this affordable housing obligation by providing 100% of the units on-site as moderate income units.

- Prior to the issuance of a building permit, a deed restriction limiting future use, occupancy and rental rates of the project must be drafted, executed by the property owner, City and recorded by the County Recorder. Restrictions on affordable rental rates and qualified income occupants shall be effective for 55 years from Certificate of Occupancy.
- Prior to the issuance of a building permit, a deed restriction limiting future use and residential occupancy of the residential portion of the project must be drafted, executed by the property owner, City and recorded by the County Recorder. The deed restriction shall be effective for the life of the project.
- DEED RESTRICTION APPLICATIONS require time to prepare and process. The applicant needs to submit Deed Restriction application, including a complete and accurate legal description of the property; the full name(s) of the property owner(s); the full name(s) and title of the person(s) authorized to execute deed documents on behalf of the property owner to the City Planning Division early during the plan check process to avoid delay. A title report or copy of the current deed contains this information.
- Pursuant to SMMC Section 4.12.050 (a), mechanical equipment shall not be located on the side adjacent to a residential building on the adjoining lot. Roof locations may be used when the mechanical equipment is installed within a soundrated parapet enclosure.
- Final approval of any mechanical equipment installation will require a noise test in compliance with SMMC Section 4.12.040. Equipment for the test shall be provided by the owner or contractor. A copy of the noise test results on mechanical equipment shall be submitted to the Community Noise Officer for review to ensure that noise levels do not exceed maximum allowable levels for the applicable noise zone.
- Compliance with Chapter 7.10 of the Municipal Code (reduction of Urban Runoff Pollution) is required for various classes of projects. Code requirements including mitigation of construction-period runoff, as well as runoff reduction standards for new development. Completion of a checklist and other information will be required as part of the building permit application process. The Department of Public Works should be contacted for code requirements.
- This approval is for those plans dated 2/29/12 a copy of which shall be maintained in the files of the City Planning Division. Project development shall be consistent with such plans. Minor amendments to the plans shall be subject to approval by the Zoning Administrator.
- Plans for final design, landscaping, screening, trash enclosures, and signage, where applicable, shall be subject to review and approval by the Architectural Review Board.
- Applicant is advised that projects in the California Coastal Zone may need approval of the California Coastal Commission prior to issuance of any building permits by the City of Santa Monica. Applicant is responsible for obtaining any such permits.
- Within ten (10) days of transmittal of City Planning Division approval, project applicant shall sign and return a copy of the Administrative Approval determination prepared by the City Planning Division, agreeing to the conditions of approval and acknowledging that failure to comply with such conditions shall constitute grounds for potential revocation of the permit approval. Failure to comply with this condition shall constitute grounds for potential permit revocation, pursuant to Section 9.04.20.28.040 (SMMC).

**Administrative Approval (12AA-002):**

Determination by: \_\_\_\_\_

*Bradley J. Mue*  
Principal Planner  
Acting Zoning Administrator

Date: \_\_\_\_\_

*May 17, 2012*

Prepared by: \_\_\_\_\_

*Steve Mizokami*  
Steve Mizokami  
Associate Planner

Effective Date of Action: \_\_\_\_\_

*5/22/12*

Expiration Date of Action: \_\_\_\_\_

*5/22/15*

The expiration date of this permit may be extended one time for a period not to exceed one (1) year if the project includes residential uses, subject to the approval of the Zoning Administrator consistent with the provisions of SMMC 9.04.20.28.030 (b).

I agree that the above information is true and correct and acknowledge that failure to comply with any and all applicable Municipal Code regulations shall constitute grounds for potential revocation of the permit approval.

Signature \_\_\_\_\_

*DB451606*

Driver's License Number

Print name \_\_\_\_\_

*LARS JOHANSSON*

Date \_\_\_\_\_

*12-7-12*

**SHARED PARKING FINDINGS:**

1. The operation of the requested shared parking permit at the location proposed and within the time period specified will not adversely impact the primary use of the parking facility for its intended on-site users, or otherwise endanger the public health, safety, or general welfare.

The applicant proposes a shared parking arrangement to satisfy the parking requirements of the proposed housing project. Specifically, the applicant proposes to utilize five (5) off-site parking spaces located at 1548 5<sup>th</sup> Street (Step-Up on 5<sup>th</sup>, Transitional Housing Project), which is a property owned in fee by the applicant. Based on the Parking Demand and Supply Study (dated 2/14/12) provided by the applicant, a minimum of five (5) parking spaces are available during peak and off-peak parking demand periods, thereby demonstrating that there are a sufficient number of parking spaces available for the proposed project. Moreover, the parking study indicates that no more than four (4) of the twenty-three (23) parking spaces were occupied during the surveyed period, indicating that the parking demand for the site (1548 5<sup>th</sup> Street) is considerably lower compared to the on-site parking provided. Therefore, it is anticipated that the proposed shared parking permit will not adversely impact the primary use of the parking facility for its intended on-site users, or otherwise endanger the public health, safety, or general welfare.



2. The shared parking permit sets forth the maximum number of shared parking spaces that are being approved for use by off-site users that will be available during peak and off-peak parking demand periods so as to ensure that a sufficient number of spaces will be provided to meet the greater parking demand of the anticipated users.

The proposed shared parking permit requires a maximum of five (5) shared parking spaces for the intended use by off-site users of the project located at 520 Colorado Avenue (Step-Up on Colorado) on a daily basis with no hourly limitations. Based on the Parking Demand and Supply Study provided by the applicant, a minimum of five (5) parking spaces are available during peak and off-peak parking demand periods, thereby demonstrating that there are a sufficient number of parking spaces available for the proposed project.

3. Additional requirements, restrictions or agreements, as deemed necessary by the Planning Director, or his/her designee, are included as a requirement(s) of the shared parking permit to ensure that parking spaces needed for the primary on-site uses will be available during the hours needed for their use.

A deed restriction shall be recorded imposing restrictions on the real property located at 1548 5<sup>th</sup> Street to provide required parking for the property located at 520 Colorado Avenue.

**Shared Parking Permit:**

Determination by:

David Martin  
David Martin  
Planning Director

Date:

5/22/12

Prepared by:

Steve Mizokami  
Steve Mizokami  
Associate Planner

Effective Date of Action:

5/22/12

Expiration Date of Action:

5/22/13

Shared Parking Permit shall be valid for a one-year period from the date of issuance unless a different period is set by the Planning Director, or his/her designee, or the Planning Commission on appeal, as a condition of granting the shared parking permit. The permit shall renew automatically for additional one-year periods unless the permit is modified or revoked in accordance with subsection (6) of Section 3 of Interim Zoning Ordinance 2394 CCS.

I agree that the above information is true and correct and acknowledge that failure to comply with any and all applicable Municipal Code regulations shall constitute grounds for potential revocation of the permit approval.

Signature

DB4516006  
Driver's License Number

Print name

Date

LARS JOHANSSON

12-4-12



## NOTICE OF EXEMPTION

To:  
Los Angeles County Clerk  
Business Filing & Registration  
12400 E Imperial Hwy Rm 1101  
Norwalk CA 90650

From:  
City of Pasadena  
Planning & Development Dept.  
175 N. Garfield Avenue  
Pasadena, California 91109

**Project Title:** Mar Vista Project

**Project Address:** 131-135 N. Mar Vista Avenue

**Project City:** Pasadena **Project County:** Los Angeles

**Project Description:** The project will involve the development of a permanent supportive housing project of no more than 24 rental dwelling units that will be provided at affordable rents to very low income families.

**Name of Public Agency Approving Project:** City of Pasadena

**Project Contact Person:** James Wong

**Exempt Status (Check one):**

- ☐ Ministerial (CEQA Sec. 21080(b)(1); (CEQA Guidelines Section 15268)
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a))
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c))
- ☐ Categorical Exemption. California Admin. Code Title 14 Chapter 3, Class 1, Section 15194
- ☐ Statutory Exemption California Admin. Code Title 14 Chapter 3 Section (insert #)
- ☐ General Rule California Admin. Code Title 14 Chapter 3 Sec. 15061 (b) (3)
- ☒ Special Situations: California Admin. Code Title 14 Chapter 3, Article 12, Section 15194

**Reason why project is exempt:** The project is exempt per Section 15194, Affordable Housing Exemption. The projects site is less than five acres and is located in an urbanized area. The project will be operated as affordable housing for a period of at least 55 years, at monthly housing costs deemed to be "affordable rent" for lower income, very low income, and extremely low income households.

**Lead Agency**

**Contact Person:** James Wong

**Phone:** 626-744-8316

COMPLETED BY: James Wong  
TITLE: Senior Project Manager  
DATE: March 15, 2011

APPROVED BY: Jennifer Page-Saeki  
TITLE: Senior Planner  
DATE: March 15, 2011

**ORIGINAL FILED**

**MAR 30 2011**

**LOS ANGELES, COUNTY CLERK**

Los Angeles County Registrar / Recorder  
12400 Imperial Highway, Norwalk, CA  
(800)201-8999

Business Filings

NORWALK

Cashier: L. ARTERBERRY



\* 2 0 1 1 0 3 3 0 0 5 1 0 0 1 1 \*

Wednesday, March 30, 2011 11:11 AM

Item(s)

<u>Fee</u>	<u>Qty</u>	<u>Total</u>
NoE - County Posting Fee	1	\$75.00
<b>Total</b>		<b>\$75.00</b>

Customer payment(s):

Check	\$75.00
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Check List:

#491089	\$75.00
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CITY OF GLENDALE, CALIFORNIA  
COMMUNITY DEVELOPMENT DEPARTMENT  
Planning Division

633 East Broadway, Room 103  
Glendale, California 91206-4386  
(818) 548-2140 (818) 548-2144  
(818) 548-2115 Fax (818) 240-0392  
[www.ci.glendale.ca.us](http://www.ci.glendale.ca.us)

December 17, 2012

Mr. Corde Carrillo  
Director, Economic and Housing Development Division  
Community Development Commission  
County of Los Angeles  
700 West Main Street  
Alhambra, CA 91801

**Re: CEQA Environmental Review Determination  
Veteran's Village of Glendale  
327-331 W. Salem Street and City Parking Lot 12  
Glendale, CA 91203**

Dear Mr. Carrillo:

The City of Glendale Community Development Department has reviewed the project description for above referenced project and has determined that the project is categorically exempt from environmental review pursuant to State CEQA Guidelines Section 15332 (Class 32, In-Fill Development Projects). If you have any questions regarding this determination please, contact me at (818) 937-8156.

Sincerely,

A handwritten signature in dark ink, appearing to read "Erik Krause", is written over a horizontal line.

Erik Krause  
Senior Planner

EK:ek

CITY OF LOS ANGELES  
OFFICE OF THE CITY CLERK  
ROOM 395, CITY HALL  
LOS ANGELES, CALIFORNIA 90012  
CALIFORNIA ENVIRONMENTAL QUALITY ACT  
PROPOSED MITIGATED NEGATIVE DECLARATION

**LEAD CITY AGENCY**  
City of Los Angeles

**COUNCIL DISTRICT**  
10

**PROJECT TITLE**  
ENV-2011-1771-MND

**CASE NO.**  
CPC-2011-1770-DB

**PROJECT LOCATION**  
906 S CRENSHAW BLVD

**PROJECT DESCRIPTION**

The construction, use and maintenance of a 37,223 square-foot mixed use development, 4-stories and 45 feet in height consisting of 32 affordable senior apartments (100%) and 1,683 square feet of office space, 1,077 square feet of recreation and classroom area over an one-level subterranean parking structure with a total of 20 parking spaces. The project includes the following entitlement requests: pursuant to LAMC Section 12.22-A.25(d)(2) Parking Option 2 to allow 16 parking spaces (one-half parking space per affordable senior unit) in lieu of the minimum number required per LAMC Section 12.21-A.4; On-Menu Incentive pursuant to LAMC Section 12.22-A.25(f)(4) to allow an increase in the Floor Area Ratio of up to 3:1 (43,392 sq ft) in lieu of 1.5:1 (21,696 sq ft) as otherwise required per LAMC Section 12.21.1-A1.1 resulting in a total building area of 37,233 square feet; On-Menu Incentive pursuant to LAMC Section 12.22-A.25(f)(5) to allow four stories in lieu of three stories pursuant to LAMC Section 12.21-A.1; Off-Menu Incentive pursuant LAMC Section 12.22-A.25(g)(3) request of a waiver or modification of any development standard not on the menu to allow a height of 45 feet in lieu of the required 25 feet of transitional height per LAMC Section 12.21-A.10; Off-Menu Incentive pursuant to LAMC Section 12.22-A.25(g)(3) request of waiver or modification of any development standard not on the menu to allow a 10 percent increase (up to 35%) in the qualifying area of the recreation room for open space requirement in lieu of the maximum 25 percent allowed pursuant to LAMC Section 12.21-G.2(a)(4). The existing one-story structure will be demolished.

**NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY**

Little Tokyo Services Center  
231 East Third Street, Suite G106  
Los Angeles, CA 90013

**FINDING:**


The City Planning Department of the City of Los Angeles has Proposed that a mitigated negative declaration be adopted for this project because the mitigation measure(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance

(CONTINUED ON PAGE 2)

SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.

Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt the mitigated negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

<b>NAME OF PERSON PREPARING THIS FORM</b>		<b>TITLE</b>	<b>TELEPHONE NUMBER</b>
THEODORE IRVING		City Planner	(213) 978-1366
<b>ADDRESS</b>	<b>SIGNATURE (Official)</b>		<b>DATE</b>
200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012			09/14/2011

**I-10. Aesthetics (Landscape Plan)**

- Environmental impacts to the character and aesthetics of the neighborhood may result from project implementation. However, the potential impacts will be mitigated to a less than significant level by the following measure:
- All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a Landscape Practitioner (Sec. 12.40-D) and to the satisfaction of the decision maker.

**I-90. Aesthetics (Vandalism)**

- Environmental impacts may result from project implementation due to graffiti and accumulation of rubbish and debris along the wall(s) adjacent to public rights-of-way. However, this potential impact will be mitigated to a less than significant level by the following measures:
- Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
- The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley, pursuant to Municipal Code Section 91.8104.15.

**I-120. Aesthetics (Light)**

- Environmental impacts to the adjacent residential properties may result due to excessive illumination on the project site. However, the potential impacts will be mitigated to a less than significant level by the following measure:
- Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way.

**III-10. Air Pollution (Demolition, Grading, and Construction Activities)**

- All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
- The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- Trucks having no current hauling activity shall not idle but be turned off.

**III-50. Air Pollution (Stationary)**

- Adverse impacts upon future occupants may result from the project implementation due to existing diminished ambient air pollution levels in the project vicinity. However, this impact can be mitigated to a less than significant level by the following measure:
- An air filtration system shall be installed and maintained with filters meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 12, to the satisfaction of the Department of Building and Safety.

**IV-70. Tree Removal (Non-Protected Trees)**

- Environmental impacts from project implementation may result due to the loss of significant trees on the site. However, the potential impacts will be mitigated to a less than significant level by the following measures:
- Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.
- All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.
- Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077. All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division the Department of Public Works, Bureau of Street Services.

**VI-10. Seismic**



- Environmental impacts to the safety of future occupants may result due to the project's location in an area of potential seismic activity. However, this potential impact will be mitigated to a less than significant level by the following measure:
- The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.

**VI-20. Erosion/Grading/Short-Term Construction Impacts**

- Short-term erosion impacts may result from the construction of the proposed project. However, these impacts can be mitigated to a less than significant level by the following measures:
- The applicant shall provide a staked signage at the site with a minimum of 3-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor.
- Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. Additional provisions are required for grading activities within Hillside areas. The application of BMPs includes but is not limited to the following mitigation measures:
- a. Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity.
- b. Stockpiles, excavated, and exposed soil shall be covered with secured tarps, plastic sheeting, erosion control fabrics, or treated with a bio-degradable soil stabilizer.

**VII-10. Green House Gas Emissions**

- The project will result in impacts resulting in increased green house gas emissions. However, the impact can be reduced to a less than significant level through compliance with the following measure(s):
- Install a demand (tankless or instantaneous) water heater system sufficient to serve the anticipated needs of the dwelling(s).
- Only low- and non-VOC-containing paints, sealants, adhesives, and solvents shall be utilized in the construction of the project.

**VIII-10. Explosion/Release (Existing Toxic/Hazardous Construction Materials)**

- Due to the age of the building(s) being demolished, toxic and/or hazardous construction materials may be located in the structure(s). Exposure to such materials during demolition or construction activities could be hazardous to the health of the demolition workers, as well as area residents, employees, and future occupants. However, these impacts can be mitigated to a less than significant level by the following measure:
- **(Asbestos)** Prior to the issuance of any permit for the demolition or alteration of the existing structure(s), the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant indicating that no Asbestos-Containing Materials (ACM) are present in the building. If ACMs are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations.
- **(Lead Paint)** Prior to issuance of any permit for the demolition or alteration of the existing structure(s), a lead-based paint survey shall be performed to the written satisfaction of the Department of Building and Safety. Should lead-based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to OSHA regulations.

**IX-20. Stormwater Pollution (Demolition, Grading, and Construction Activities)**

- 
- Sediment carries with it other work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life.
- Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
- All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.
- Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
- Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.

**X-40. Land Use**

- The proposed project would permit a land use which is not compatible with that of the surrounding projects. However, the potential impacts would be mitigated to a less than significant level by the following measure:
- The applicant shall comply with mitigation measures required by this MND.

**XII-20. Increased Noise Levels (Demolition, Grading, and Construction Activities)**

- The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

**XII-40. Increased Noise Levels (Parking Structure Ramps)**

- Environmental impacts may result from project implementation due to noise from cars using the parking ramp. However, the potential impacts will be mitigated to a less than significant level by the following measures:
- Concrete, not metal, shall be used for construction of parking ramps.
- The interior ramps shall be textured to prevent tire squeal at turning areas.
- Parking lots located adjacent to residential buildings shall have a solid decorative wall adjacent to the residential.

**XII-60. Increased Noise Levels (Mixed-Use Development)**

- Environmental impacts to proposed on-site residential uses from noises generated by proposed on-site commercial uses may result from project implementation. However, the potential impact will be mitigated to a less than significant level by the following measure:
- Wall and floor-ceiling assemblies separating commercial tenant spaces, residential units, and public places, shall have a Sound Transmission Coefficient (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413.

**XIII-10. Induce Substantial Growth**

- Environmental impacts may result because of the project's contribution to changes in the distribution, density or growth rate of the human population. However, this impact will be mitigated to a less than significant level by the following measure:
- The project shall be limited to 32 senior dwelling units, 1,683 square feet of office space and 1,077 square feet of recreation and classroom area.

**XIV-10. Public Services (Fire)**

- Environmental impacts may result from project implementation due to the location of the project in an area having marginal fire protection facilities. However, this potential impact will be mitigated to a less than significant level by the following measure:
- The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

**XIV-20. Public Services (Police – Demolition/Construction Sites)**

- Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

**XIV-30. Public Services (Police)**

- Environmental impacts may result from project implementation due to the location of the project in an area having marginal police services. However, this potential impact will be mitigated to a less than significant level by the following measure:



## MITIGATED NEGATIVE DECLARATION

ENV-2011-1771-MND

- The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

### **XIV-60. Public Services (Schools)**

- Environmental impacts may result from project implementation due to the location of the project in an area with insufficient school capacity. However, the potential impact will be mitigated to a less than significant level by the following measure:
- The applicant shall pay school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project area.

### **XIV-70. Public Services (Street Improvements Not Required By DOT)**

- Environmental impacts may result from project implementation due to the deterioration of street quality from increased traffic generation. However, the potential impact will be mitigated to a less than significant level by the following measure:
- The project shall comply with the Bureau of Engineering's requirements for street dedications and improvements that will reduce traffic impacts in direct portion to those caused by the proposed project's implementation.

### **XV-10. Recreation (Increased Demand For Parks Or Recreational Facilities)**

- Environmental impacts may result from project implementation due to insufficient parks and/or recreational facilities. However, the potential impact will be mitigated to a less than significant level by the following measure:
- **(Apartments)** Pursuant to Section 21.10 of the Los Angeles Municipal Code, the applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings.

### **XVIII-20. Effects On Human Beings**

- The project has potential environmental effects which cause substantial adverse effects on human beings, either directly or indirectly. However, these potential impacts will be mitigated to a less than significant level through compliance with the above mitigation measures.

**CITY OF LOS ANGELES**  
OFFICE OF THE CITY CLERK  
ROOM 395, CITY HALL  
LOS ANGELES, CALIFORNIA 90012  
**CALIFORNIA ENVIRONMENTAL QUALITY ACT**  
**INITIAL STUDY**  
**and CHECKLIST**  
(CEQA Guidelines Section 15063)

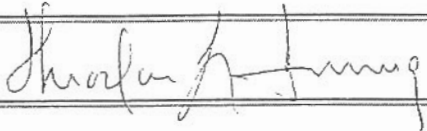
<b>LEAD CITY AGENCY:</b> City of Los Angeles		<b>COUNCIL DISTRICT:</b> CD 10 - HERB J. WESSON, JR.	<b>DATE:</b>
<b>RESPONSIBLE AGENCIES:</b> Department of City Planning			
<b>ENVIRONMENTAL CASE:</b> ENV-2011-1771-MND		<b>RELATED CASES:</b> CPC-2011-1770-DB	
<b>PREVIOUS ACTIONS CASE NO.:</b>		<input type="checkbox"/> Does have significant changes from previous actions. <input type="checkbox"/> Does NOT have significant changes from previous actions	
<b>PROJECT DESCRIPTION:</b> DEVELOPMENT OF A 32-UNIT 100% AFFORDABLE SENIOR APARTMENTS, INCLUDING A COMMUNITY ROOM, SOCIAL SERVICE OFFICE SPACE WITH 20 PARKING SPACES IN A SUBTERRANEAN PARKING GARAGE.			
<b>ENV PROJECT DESCRIPTION:</b> The construction, use and maintenance of a 37,223 square-foot mixed use development, 4-stories and 45 feet in height consisting of 32 affordable senior apartments (100%) and 1,683 square feet of office space, 1,077 square feet of recreation and classroom area over an one-level subterranean parking structure with a total of 20 parking spaces. The project includes the following entitlement requests: pursuant to LAMC Section 12.22-A.25(d)(2) Parking Option 2 to allow 16 parking spaces (one-half parking space per affordable senior unit) in lieu of the minimum number required per LAMC Section 12.21-A.4; On-Menu Incentive pursuant to LAMC Section 12.22-A.25(f)(4) to allow an increase in the Floor Area Ratio of up to 3:1 (43,392 sq ft) in lieu of 1.5:1 (21,696 sq ft) as otherwise required per LAMC Section 12.21.1-A1.1 resulting in a total building area of 37,233 square feet; On-Menu Incentive pursuant to LAMC Section 12.22-A.25(f)(5) to allow four stories in lieu of three stories pursuant to LAMC Section 12.21-A.1; Off-Menu Incentive pursuant LAMC Section 12.22-A.25(g)(3) request of a waiver or modification of any development standard not on the menu to allow a height of 45 feet in lieu of the required 25 feet of transitional height per LAMC Section 12.21-A.10; Off-Menu Incentive pursuant to LAMC Section 12.22-A.25(g)(3) request of waiver or modification of any development standard not on the menu to allow a 10 percent increase (up to 35%) in the qualifying area of the recreation room for open space requirement in lieu of the maximum 25 percent allowed pursuant to LAMC Section 12.21-G.2(a)(4). The existing one-story structure will be demolished.			
<b>ENVIRONMENTAL SETTINGS:</b> The proposed project site consists of two parcels providing a total area of 14,646 square feet. The site is flat and rectangular shape corner lot with 100 feet of frontage on Crenshaw Boulevard and 146.61 feet of frontage along 9th Street. To the east are one-story single family residences in the R1-1-HPOZ Zone. Properties to the north and south along Crenshaw Boulevard are zoned CR-1VL and R3-1 and developed with a mix of residential and commercial uses. Crenshaw Boulevard is a designated Secondary Highway dedicated to a variable width of 70-85 feet and 9th Street is Collector Street with a dedicated width of 60 feet and fully improved.			
<b>PROJECT LOCATION:</b> 906 S CRENSHAW BLVD			
<b>COMMUNITY PLAN AREA:</b> WILSHIRE <b>STATUS:</b> <input type="checkbox"/> Does Conform to Plan <input checked="" type="checkbox"/> Does NOT Conform to Plan		<b>AREA PLANNING COMMISSION:</b> CENTRAL	<b>CERTIFIED NEIGHBORHOOD COUNCIL:</b> GREATER WILSHIRE
<b>EXISTING ZONING:</b> CR-1VL		<b>MAX. DENSITY/INTENSITY ALLOWED BY ZONING:</b> 800 sq ft/DU	

GENERAL PLAN LAND USE: LIMITED COMMERCIAL	MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION: 800 sq ft/DU	LA River Adjacent: NO
	PROPOSED PROJECT DENSITY: 457 sq ft / DU	

## Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

City Planner

Title

(213) 978-1366

Phone

### Evaluation Of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
  - a. Earlier Analysis Used. Identify and state where they are available for review.
  - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
  - a. The significance criteria or threshold, if any, used to evaluate each question; and
  - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

## Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

<input checked="" type="checkbox"/> AESTHETICS	<input checked="" type="checkbox"/> GREEN HOUSE GAS EMISSIONS	<input checked="" type="checkbox"/> POPULATION AND HOUSING
<input type="checkbox"/> AGRICULTURE AND FOREST RESOURCES	<input checked="" type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS	<input checked="" type="checkbox"/> PUBLIC SERVICES
<input checked="" type="checkbox"/> AIR QUALITY	<input checked="" type="checkbox"/> HYDROLOGY AND WATER QUALITY	<input checked="" type="checkbox"/> RECREATION
<input checked="" type="checkbox"/> BIOLOGICAL RESOURCES	<input checked="" type="checkbox"/> LAND USE AND PLANNING	<input type="checkbox"/> TRANSPORTATION/TRAFFIC
<input type="checkbox"/> CULTURAL RESOURCES	<input type="checkbox"/> MINERAL RESOURCES	<input type="checkbox"/> UTILITIES AND SERVICE SYSTEMS
<input checked="" type="checkbox"/> GEOLOGY AND SOILS	<input checked="" type="checkbox"/> NOISE	<input checked="" type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE

## INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

### Background

#### PROPONENT NAME:

Little Tokyo Services Center

#### PHONE NUMBER:

(213) 473-3031

#### APPLICANT ADDRESS:

231 East Third Street, Suite G106

Los Angeles, CA 90013

#### AGENCY REQUIRING CHECKLIST:

Department of City Planning

#### DATE SUBMITTED:

07/13/2011

#### PROPOSAL NAME (if Applicable):



Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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#### I. AESTHETICS

a.	Have a substantial adverse effect on a scenic vista?				✓
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?		✓		
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		✓		

#### II. AGRICULTURE AND FOREST RESOURCES

a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?				✓
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				✓
d.	Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				✓

#### III. AIR QUALITY

a.	Conflict with or obstruct implementation of the applicable air quality plan?				✓
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		✓		
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		✓		
d.	Expose sensitive receptors to substantial pollutant concentrations?		✓		
e.	Create objectionable odors affecting a substantial number of people?				✓

#### IV. BIOLOGICAL RESOURCES

a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				✓
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				✓
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				✓
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		✓		
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓

#### V. CULTURAL RESOURCES

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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a.	Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?		✓	
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			✓
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			✓
d.	Disturb any human remains, including those interred outside of formal cemeteries?			✓

#### VI. GEOLOGY AND SOILS

a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			✓
b.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?	✓		
c.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?			✓
d.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Landslides?			✓
e.	Result in substantial soil erosion or the loss of topsoil?	✓		
f.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			✓
g.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			✓
h.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?			✓

#### VII. GREEN HOUSE GAS EMISSIONS

a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	✓		
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	✓		

#### VIII. HAZARDS AND HAZARDOUS MATERIALS

a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	✓		
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	✓		
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✓
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			✓
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			✓
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?			✓
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✓



Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				✓
<b>IX. HYDROLOGY AND WATER QUALITY</b>					
a.	Violate any water quality standards or waste discharge requirements?		✓		
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				✓
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				✓
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?				✓
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?				✓
f.	Otherwise substantially degrade water quality?				✓
g.	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓
h.	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				✓
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				✓
j.	Inundation by seiche, tsunami, or mudflow?				✓
<b>X. LAND USE AND PLANNING</b>					
a.	Physically divide an established community?				✓
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?		✓		
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓
<b>XI. MINERAL RESOURCES</b>					
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓
<b>XII. NOISE</b>					
a.	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		✓		
b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?		✓		
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?		✓		
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		✓		

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓

### XIII. POPULATION AND HOUSING

a.	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?		✓		
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			✓	
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			✓	

### XIV. PUBLIC SERVICES

a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?		✓		
b.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Police protection?		✓		
c.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Schools?		✓		
d.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Parks?		✓		
e.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Other public facilities?		✓		

### XV. RECREATION

a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?		✓		
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			✓	

### XVI. TRANSPORTATION/TRAFFIC

a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			✓	
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Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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b.	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			✓	
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				✓
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				✓
e.	Result in inadequate emergency access?				✓
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				✓

#### XVII. UTILITIES AND SERVICE SYSTEMS

a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓	
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
c.	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			✓	
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✓	
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			✓	
g.	Comply with federal, state, and local statutes and regulations related to solid waste?			✓	

#### XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		✓		
b.	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		✓		
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			✓	

Note: Authority cited: Sections 21083, 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080, 21083.05, 21095, Pub. Resources Code; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

## DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets if necessary)

The Environmental Impact Assessment includes the use of official City of Los Angeles and other government source reference materials related to various environmental impact categories (e.g., Hydrology, Air Quality, Biology, Cultural Resources, etc.). The State of California, Department of Conservation, Division of Mines and Geology - Seismic Hazard Maps and reports, are used to identify potential future significant seismic events; including probable magnitudes, liquefaction, and landslide hazards. Based on applicant information provided in the Master Land Use Application and Environmental Assessment Form, impact evaluations were based on stated facts contained therein, including but not limited to, reference materials indicated above, field investigation of the project site, and any other reliable reference materials known at the time.

Project specific impacts were evaluated based on all relevant facts indicated in the Environmental Assessment Form and expressed through the applicant's project description and supportive materials. Both the Initial Study Checklist and Checklist Explanations, in conjunction with the City of Los Angeles's Adopted Thresholds Guide and CEQA Guidelines, were used to reach reasonable conclusions on environmental impacts as mandated under the California Environmental Quality Act (CEQA).

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as **ENV-2011-1771-MND** and the associated case(s), **CPC-2011-1770-DB**. Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impact(s) on the environment (after mitigation) will not:

- Substantially degrade environmental quality.
- Substantially reduce fish or wildlife habitat.
- Cause a fish or wildlife habitat to drop below self sustaining levels.
- Threaten to eliminate a plant or animal community.
- Reduce number, or restrict range of a rare, threatened, or endangered species.
- Eliminate important examples of major periods of California history or prehistory.
- Achieve short-term goals to the disadvantage of long-term goals.
- Result in environmental effects that are individually limited but cumulatively considerable.
- Result in environmental effects that will cause substantial adverse effects on human beings.

### ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the EIR Unit, Room 763, City Hall.

For City information, addresses and phone numbers: visit the City's website at <http://www.lacity.org> ; City Planning - and Zoning Information Mapping Automated System (ZIMAS) [cityplanning.lacity.org/](http://cityplanning.lacity.org/) or EIR Unit, City Hall, 200 N Spring Street, Room 763.

Seismic Hazard Maps - <http://gmw.consrv.ca.gov/shmp/>

Engineering/Infrastructure/Topographic Maps/Parcel Information - <http://boemaps.eng.ci.la.ca.us/index01.htm> or

City's main website under the heading "Navigate LA".

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:
THEODORE IRVING	City Planner	(213) 978-1366	08/11/2011



Impact?	Explanation	Mitigation Measures
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## APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

<b>I. AESTHETICS</b>		
a.	NO IMPACT	No scenic vista has been designated for the area; therefore, no impact would result.
b.	NO IMPACT	The site does not contain any scenic resources. No impact would result.
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The existing landscaping, which provides a buffer and enhances the site, will be removed. The proposed project will need to be landscaped to mitigate the increased density. After the mitigation measure, the impact will be less than significant.
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The four-story structure will have outdoor lighting for security, parking and landscaping. The outdoor lighting will be designed and installed with shielding to mitigate the impact to less than significant.
<b>II. AGRICULTURE AND FOREST RESOURCES</b>		
a.	NO IMPACT	The site is zoned for, and occupied by, commercial use and does not contain farmland of any type. No impact will result.
b.	NO IMPACT	The site is zoned for, and occupied by, a commercial use and does not contain farmland of any type. No impact will result.
c.	NO IMPACT	The site is zoned for, and occupied by, a commercial use and does not contain farmland of any type. No impact will result.
d.	NO IMPACT	The site is zoned for, and occupied by a commercial use and does not contain farmland of any type. No impact will result.
e.	NO IMPACT	The site is zoned for, and occupied by, a commercial use and does not result in the conversion of farmland of any type. No impact will result.
<b>III. AIR QUALITY</b>		
a.	NO IMPACT	The proposed mixed use development will not conflict with or obstruct the implementation of either plan. No Impact will result.

Impact?	Explanation	Mitigation Measures
POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The construction phases may increase the existing basin-wide air quality violations; however, these impacts will be mitigated to a less than significant level by the proposed mitigation measures.	III-10
POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The construction activity may increase the pollutant levels in the immediate area; however, these impacts will be mitigated to a less than significant level by the proposed mitigation measures.	III-10
POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The operational impacts to the occupants will be mitigated to a less than significant level by the use of an air filtration system.	III-50
NO IMPACT	No objectionable odors are anticipated to result from this residential project.	
BIOLOGICAL RESOURCES		
NO IMPACT	The site currently contains a commercial structure with some landscaping. No sensitive species are expected to be located on the site. No impact would result.	
NO IMPACT	The site does not contain riparian habitat or sensitive natural communities. No impact would result.	
NO IMPACT	The site does not contain wetlands. No impact would result.	
NO IMPACT	The project site is fully developed as a commercial use with landscaping and does not contain wildlife corridors or nursery sites.	
POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project site contains several trees that are greater than 12 inches in diameter. Trees 12 inches or greater in diameter will need to be replaced on a 1:1 ratio to reduce the biological impact to a less than significant level.	IV-70
NO IMPACT	The proposed project will not conflict with any habitat conservation plans.	
CULTURAL RESOURCES		
LESS THAN SIGNIFICANT IMPACT	Although the site abuts a historic preservation overlay zone (HPOZ), the site does not contain any historic resources. No impact would result.	
NO IMPACT	The project is not located in an area of known archaeological resources. No impact would result.	
NO IMPACT	The project is not located in an area of known paleontological resources. No impact would result.	

Impact?	Explanation	Mitigation Measures
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d.	NO IMPACT	The project site is not located in an area of known to have any human remains. No impact would result.	
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#### VI. GEOLOGY AND SOILS

a.	NO IMPACT	The site is not located in an Alquist Priolo zone.	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project site is subject to strong seismic shaking; however, the resulting impact will be reduced to a less than significant level by following the International Building Code standards during construction.	VI-10, VI-20
c.	NO IMPACT	The project site is not located in a liquefaction zone or an area known for seismic-related ground failure.	
d.	NO IMPACT	The project site is not located in a landslide zone or an area known for slope ground failure.	
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The grading of the site will result in the loss of topsoil; however, the resulting impact will be reduced to a less than significant level by the incorporation of construction mitigation measures.	VI-20
f.	NO IMPACT	The project site is stable and is not anticipated to become unstable due to construction of the project.	
g.	NO IMPACT	The project site is stable and is not anticipated to become unstable due to construction of the project.	
h.	NO IMPACT	No septic tanks are proposed as part of this project. No impact would result.	

#### VII. GREEN HOUSE GAS EMISSIONS

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed 32-unit affordable housing project may result in increases in green house gas emissions.	VII-10
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed 32-unit affordable housing project may conflict with an adopted plan, policy or regulation to reduced green house gas emissions.	VII-10

#### VIII. HAZARDS AND HAZARDOUS MATERIALS

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The existing commercial structures have the possibility of containing asbestos, which would be transported following demolition; however, the resulting impact would be reduced to a level of insignificant by the proposed mitigation measure.	VIII-10
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Impact?	Explanation	Mitigation Measures
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The existing commercial structure have the possibility of containing asbestos since their construction occurred in the 1950's. An asbestos survey and removal of any ACM must be completed prior to the issuance of the demolition permit to mitigate the impact to a less than significant level
VIII-10		
c.	NO IMPACT	No hazardous materials are proposed to be used with this residential project. No impact would result.
d.	NO IMPACT	The site is not located on a hazardous-material list. No impact would result.
e.	NO IMPACT	The site is not located within an airport land use plan. The proposed residential project would not result in a safety hazard for people residing or working in the area.
f.	NO IMPACT	The site is not located near a private airstrip. The proposed residential project would not result in a safety hazard for people residing or working in the area.
g.	NO IMPACT	The mixed-use project is permitted in the CR-1VL Zone and would not interfere with any emergency response or evacuation plans.
h.	NO IMPACT	The project site is not located in an area of wildland fires. No impact would result.
<b>IX. HYDROLOGY AND WATER QUALITY</b>		
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project would be subject to water quality standards for stormwater run-off as required by the LAMC and as required by the policy instituted by the Regional Water Control Board. The project would require connection with the City's infrastructure.
IX-20		
b.	NO IMPACT	The proposed project should not cause the depletion of groundwater supplies or the interference of groundwater recharge. The project will continue to be supplied with water by the LA DWP.
c.	NO IMPACT	The project would not substantially alter the existing drainage pattern of the site or area. The site, formerly used for commercial purposes, drains into the sewer as will the proposed project. No impact will result.
d.	NO IMPACT	The proposed project is less than 40 units and will not substantially alter the existing drainage pattern of the site. No impact will result.



Impact?	Explanation	Mitigation Measures
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e.	NO IMPACT	The proposed mixed-use project is not anticipated to substantially degrade water quality.	
f.	NO IMPACT	The proposed mixed-use project is not within a 100-year flood plain. No impact will result.	
g.	NO IMPACT	The proposed mixed-use project is not anticipated to substantially degrade water quality	
h.	NO IMPACT	The project is not located in a flood zone. No impact will result	
i.	NO IMPACT	The project site is not located in a potential dam inundation zone. No impact would result.	
j.	NO IMPACT	The project site is not located within an inundation zone for seiche, tsunami, or mudflow. No impact would result.	

#### X. LAND USE AND PLANNING

a.	NO IMPACT	The proposed mixed-use project is compatible with the surrounding residential and commercial uses and would not physically divide the community. No impact will result.	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed mixed use project is consistent with the maximum permitted floor area of the Limited Commercial Use Category, pursuant to the LAMC Ordinance No. 179,681.	X-40
c.	NO IMPACT	The proposed project will not conflict with any applicable conservation or natural community conservation plans due to its location in a developed urban area.	

#### XI. MINERAL RESOURCES

a.	NO IMPACT	The site is not located in a known area of mineral resources. No impact is expected to result.	
b.	NO IMPACT	The site is not located in a known area of mineral resources. No impact is expected to result.	

#### XII. NOISE

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	During the construction of the project, the applicant will be required to comply with the City's Noise Ordinance and the attached construction noise mitigation measures to reduce the impact to a less than significant level. Double-pane windows will be required on all windows facing the local street to reduce the operational noise impact to a less than significant level.	XII-20
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Impact?	Explanation	Mitigation Measures
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b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project construction will be typical of other multi-family buildings in the area and is not anticipated to result in excessive groundborne vibration or noise levels.	XII-20
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	Impacts may result from the project implementation due to noise from cars using a parking ramp. The parking ramps will need to be constructed from concrete to reduce the noise impact to a less than significant level.	XII-40
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project is anticipated to result in a slight increase in ambient noise levels considering that the site will continue to be a residential use with a slightly higher density, along with a commercial use.	XII-60
e.	NO IMPACT	The propose project is not located within a flight path, as such it is not anticipated to have a noise impact.	
f.	NO IMPACT	The propose project is not located within the vicinity of a private airstrip, as such it is not anticipated to have a noise impact.	

### XIII. POPULATION AND HOUSING

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed net increase of 32 residential units will not induce substantial population growth. It will serve the demand within the existing population.	XIII-10
b.	LESS THAN SIGNIFICANT IMPACT	No net housing will be displaced as a result of this project	
c.	LESS THAN SIGNIFICANT IMPACT	The proposed project would not involve or cause the construction of replacement housing elsewhere. Pursuant to Public Resources Code Section 21082.2 (c) (CEQA Guidelines Section 15064 (e)), no substantial evidence exists establishing a nexus between the project and the direct or indirect need to construct new housing elsewhere in the City of Los Angeles. The project would provide a net increase in the City's housing stock.	

### XIV. PUBLIC SERVICES

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project is located in an area with adequate fire response times. The project will be reviewed by the LA Fire Department who may require mitigation emergency access and site layout to reduce the fire impact to a less than significant level.	XIV-10
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Impact?	Explanation	Mitigation Measures
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project will be reviewed by the LA Police Department who may require mitigation emergency access and site layout to reduce the police protection impacts to a less than significant level.
XIV-20, XIV-30	c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED
The proposed project will increase the demand on area schools; however, the impact will be reduced to a less than significant level by the payment of school fees to LAUSD	XIV-60	
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed project will result in an increased use of the parks; however, the impact will be reduced to a less than significant level by the payment of Quimby fees.
See Mitigation Measure XV.	e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED
A request to improve Crenshaw Boulevard and 9th Street may be required by the Bureau of Engineering. After such, the impact will be less than significant.	XIV-70	
<b>XV. RECREATION</b>		
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The increased use in parks by this residential project will be mitigated by the payment of Quimby Fees.
XV-10	b.	LESS THAN SIGNIFICANT IMPACT
The construction of the mixed use project will not result in the construction or expansion of recreational facilities.		
<b>XVI. TRANSPORTATION/TRAFFIC</b>		
a.	LESS THAN SIGNIFICANT IMPACT	The proposed mixed use project does not require a traffic review by the Department of Transportation. The proposed project has a net increase of 32 dwelling units which would not result in a significant impact.
	b.	LESS THAN SIGNIFICANT IMPACT
The project may increase the level service at the intersection of Crenshaw Boulevard and 9th Street; however, the increase is not consider to be substantial.		
c.	NO IMPACT	No change in air traffic patterns will result from the proposed residential project.
	d.	NO IMPACT
The project does not include any hazardous design features. No impact would result.		
e.	NO IMPACT	Both LADOT and the LAFD will review the proposed project's emergency access to ensure that potential impacts are mitigated to a less than significant level.
	f.	NO IMPACT
The project will provide 16 parking spaces, which complies with the minimum required to comply with the LAMC, pursuant to Ordinance 179,681.		
<b>XVII. UTILITIES AND SERVICE SYSTEMS</b>		

Impact?	Explanation	Mitigation Measures
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a.	LESS THAN SIGNIFICANT IMPACT	The project's net increase of 32 residential units and 2,760 square feet of non-residential floor area should not exceed the wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board.	
b.	LESS THAN SIGNIFICANT IMPACT	The construction of 32 senior dwelling units and 2,760 square feet of non-residential floor area will not require the construction of new water or wastewater treatment facilities or the expansion of existing facilities.	
c.	LESS THAN SIGNIFICANT IMPACT	The construction of 32 senior dwelling units and 2,760 square feet of non-residential floor area would not require the construction of new stormwater drainage facilities.	
d.	LESS THAN SIGNIFICANT IMPACT	The Department of Water and Power has adequate supplies to serve this residential project. The net increase of water usage would be less than significant.	
e.	LESS THAN SIGNIFICANT IMPACT	The increase in wastewater can be accommodated by the wastewater treatment provider. The impact will be less than significant.	
f.	LESS THAN SIGNIFICANT IMPACT	The local landfills have sufficient capacity to serve the conversion of the church building to a multi-purpose charter school.	
g.	LESS THAN SIGNIFICANT IMPACT	The project will be required to provide on-site recycling to reduce the amount of trash going to landfills. This will reduce the solid waste impact to a less than significant level.	

#### XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed project does not result in any impact that would cause the above.	See Mitigation Measure XVIII b.
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed mixed use project will result in environmental impacts; however, each impact can be mitigated to a less than significant level with the incorporation of the attached mitigation measures. As such, the impacts of the propose project will not result in any cumulative impacts.	XVIII-20
c.	LESS THAN SIGNIFICANT IMPACT	After implementation of mitigation measures, the proposed project does not have any significant direct or indirect impacts to human beings.	

Recording requested by and mail to:

12/11/2012



\*20121906175\*

Name: LTSC Community Development Corporation

Address: Attn: Takao Suzuki

231 East Third St Suite G106

Los Angeles, CA 90013

\*\*\*\*\*Space Above This Line For Recorder's Use\*\*\*\*\*

### MASTER COVENANT AND AGREEMENT

The undersigned hereby certifies I am (we are) the owner(s) of the hereinafter legally described real property located in the City of Los Angeles, County of Los Angeles, State of California (please give the legal description):

APN: 5092-003-022; 5092-003-023 (SEE ATTACHED EXHIBIT "A")

Site Address 900-906 Crenshaw Blvd., Los Angeles, CA 90019

That in consideration of the approval of Case No. CPC-2011-1770-DB by the City Planning Department, I (we) do hereby promise, covenant and agree to and with the City of Los Angeles and the City Planning Department of said City that to the extent of our interest, I (we) acknowledge and will comply with Condition Nos. 1 through 50 (see attached).

This covenant and agreement shall run with the land and shall be binding upon any future owners, encumbrancers, their successors, heirs or assigns and shall continue in effect until the City Planning Department of the City of Los Angeles approves its termination.

*See Attachment A*

by LTSC Community Development Corporation  
DEAN MATSUBAYASHI, MANAGING GENERAL PARTNER

(Print Name of Property Owner)

(Print Name of Property Owner)

(Signature of Property Owner)

(Signature of Property Owner)

Dated this 5th day of December 20 12.

\*\*\*\*\*Space Below This Line For Notary's Use\*\*\*\*\*

### ALL-PURPOSE ACKNOWLEDGMENT

State of California

County of Los Angeles

On December 5, 2012 before me, Sharon J. Escamilla, notary public

(Insert Name of Notary Public and Title)

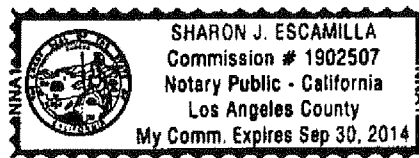
personally appeared Dean Matsubayashi, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf on which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Sharon J. Escamilla  
Signature

(Seal)



Case No. CPC 2011-1770 (DB)

Condition No(s). 1-50

Approved for recording by A. PEREZ  
(Department of City Planning)

Date: 12-7-12

## **EXHIBIT "A"**

All that certain real property situated in the County of Los Angeles, State of California, described as follows:

**Parcel 1:**

Lot 34 of N. C. Kelley's Montview Tract, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 6, Page 1 of Maps, in the Office of the County Recorder of said County.

Except therefrom the Westerly 10 feet thereof conveyed to the County of Los Angeles for road purposes, by deed recorded in Book 2734, Page 4, of Deeds.

**Parcel 2:**

Lot 35 of N. C. Kelley's Montview Tract, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 6, Page 1 of Maps, in the Office of the County Recorder of said County.

Except therefrom the Westerly 10 feet of said Lot, for street purposes.

Assessor's Parcel Number: **5092-003-022; 5092-003-023**

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## MITIGATION MONITORING AND REPORTING PROGRAM

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### INTRODUCTION

Section 21086.6 of the California Public Resources Code requires that public agencies approving a project with a Mitigated Negative Declaration (MND) adopt a Mitigation Monitoring and Reporting Program (MMRP) for that project. The purpose of the MMRP is to ensure that the mitigation measures identified in the MND to eliminate the potentially significant environmental effects of the project are properly carried out. In its findings concerning the environmental effects of a project for which an MND was prepared, a Lead Agency must also include a finding that an MMRP has been prepared and provides a satisfactory program that would ensure avoidance or sufficient reduction of the significant effects of the proposed project. The City of Los Angeles is the Lead Agency for the Crenshaw Project (proposed project), located at 900 S. Crenshaw Avenue. The Little Tokyo Service Center (LTSC) Community Development Corporation is the Applicant for the proposed project.

### 900 SOUTH CRENSHAW AVENUE HOUSING PROJECT MITIGATION MONITORING AND REPORTING PLAN

As shown on the following pages, each required mitigation measure for the proposed project is listed and categorized by impact area, with accompanying discussion of:

- Timing/phase, or when the mitigation measure shall be implemented and monitored. These phases include:
  - Pre-Construction, including the design phase
  - Construction
  - Post-construction
- Responsible Party, or who would be responsible for implementing the mitigation measure
- Enforcement Party, or the agency responsible for enforcing the mitigation measure.
- The Monitoring Party, or the agency to which reports involving feasibility, compliance, implementation, and development are made.

The MMRP for the proposed project will be enforced throughout all phases of the proposed project. The City's existing planning, engineering, and building and safety review and inspection processes will be used as the basic foundation for the MMRP procedures and will also serve to provide the documentation for the reporting program. All enforcement parties identified below are departments of the City of Los Angeles unless otherwise specified. This MMRP includes the numbering system of the mitigation measures found in the MND document and its corresponding number in the Conditions of Approval document (CPC-2011-1770-DB).

## AESTHETICS

### ENV#/DIR#

#### **I.10/20**

Responsible Party shall make provisions for all open areas not used for buildings, driveways, parking, areas, recreational facilities or walks to be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker. Creeping vines shall be planted along the easterly exterior wall.

Timing/Phasing: Pre-Construction and Construction  
Responsible Party: LTSC Community Development Corporation  
Enforcement Party: Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

#### **I.90/22a-b**

Responsible Party shall make provisions for every building, structure, or portion thereof, to be maintained in a safe and sanitary condition and good repair, and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to the Los Angeles Municipal Code (LAMC) Section 91.8104. Furthermore, the exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a public street or alley, pursuant to LAMC Section 91.8104.15.

Timing/Phasing: Construction and Post-Construction  
Responsible Party: LTSC Community Development Corporation  
Enforcement Party: Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

#### **I.120/23**

Responsible Party shall design and install outdoor lighting with shielding, so that the light source cannot be seen from adjacent residential properties or the public right-of-way.

Timing/Phasing: Pre-Construction and Construction  
Responsible Party: LTSC Community Development Corporation  
Enforcement Party: Department of City Planning/Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

## AIR POLLUTION AND AIR QUALITY

### ENV#/DIR#

#### **III.10/24.a**

All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction and temporary dust covers shall be used to reduce dust emissions and meet South Coast Air Quality Monitoring District (SCAQMD) Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.

Timing/Phasing: Construction  
Responsible Party: Construction Contractor  
Enforcement Party: SCAQMD  
Monitoring Party: LTSC Community Development Corporation



**III.10/24.b-e**

The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind. All loads shall be secured by trimming, watering, or other appropriate means to prevent spillage and dust. All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.

Timing/Phasing: Construction  
Responsible Party: Construction Contractor  
Enforcement Party: SCAQMD  
Monitoring Party: LTSC Community Development Corporation

**III.102/24.f**

General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.

Timing/Phasing: Construction  
Responsible Party: Construction Contractor  
Enforcement Party: SCAQMD  
Monitoring Party: LTSC Community Development Corporation

**III.102/24.f**

Trucks having no current hauling activity shall not be idle but be turned off.

Timing/Phasing: Construction  
Responsible Party: Construction Contractor  
Enforcement Party: SCAQMD  
Monitoring Party: LTSC Community Development Corporation

**III.50/25**

The Responsible Party shall install and maintain air filters capable of achieving ASHRAE Standard 52.2 Minimum Efficiency Rating Value (MERV) of at least 11 or better in order to reduce the effects of diminished air quality on future occupants.

Timing/Phasing: Construction and Post-Construction  
Responsible Party: LTSC Community Development Corporation  
Enforcement Party: Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

**TREE REMOVAL (NON-PROTECTED TREES)**

**ENV#/DIR#**

**IV.70/26a-c.**

Prior to the issuance of any permit, the Responsible Party shall prepare a plot plan indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way. The Responsible Party shall provide for all significant trees (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) on the site proposed for removal be replaced at a 1:1 Ratio with a minimum 24-inch box tree. Furthermore, a landscape plan shall be prepared, indicating the location of all replacement trees, to the satisfaction of the decision-maker. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements. Removal or planting of any tree in the public right-

of-way requires approval of the Board of Public Works Urban Forestry Division (213-485-5675). All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division of the Department of Public Works, Bureau of Street Services.

Timing/Phasing: Pre-Construction and Construction  
Responsible Party: LTSC Community Development Corporation  
Enforcement Party: Department of Public Works, Bureau of Street Services  
Monitoring Party: LTSC Community Development Corporation

## SEISMIC

### ENV#/DIR# VL10/27

The Responsible Party will ensure that the design and construction of the project conform to the Uniform Building Code seismic standards as approved by the Department of Building and Safety.

Timing/Phasing: Pre-Construction  
Responsible Party: LTSC Community Development Corporation  
Enforcement Party: Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

## EROSION/GRADING/SHORT-TERM CONSTRUCTION IMPACTS

### ENV#/DIR# VL20/28

The Responsible Party shall provide a staked signage at the site with a minimum 3-inch lettering containing contact information for the Senior Street Use inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor. Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. Additional provisions are required for grading activities within Hillside areas. The application of BMPs includes but is not limited to the following mitigation measures: Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity. Stockpiles, excavated, and exposed soil shall be covered with secured tarps, plastic sheeting, erosion control fabrics, or treated with a biodegradable soil stabilizer.

Timing/Phasing: Construction  
Responsible Party: Construction Contractor  
Enforcement Party: Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

## GREENHOUSE GAS EMISSIONS

### VII.10/29

The responsible party shall install a demand (tankless or instantaneous) water heater system sufficient to serve the anticipated needs of the dwelling(s).

Timing/Phasing: Construction and Post-Construction

Responsible Party: LTSC Community Development Corporation  
Enforcement Party: Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

**VII.10/29** Responsible party shall utilize only low- and non-VOC containing paints, sealants, adhesives, and solvents in the construction of the project.

Timing/Phasing: Construction  
Responsible Party: LTSC Community Development Corporation  
Enforcement Party: Department of City Planning/Building and Safety  
Monitoring Party: LTSC Community Development Corporation

## **EXPLOSION/RELEASE**

### **ENV#/DIR#** **VIII.10/30**

Prior to the issuance of any permit for demolition or alteration of the existing structure(s), the Responsible Party shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant indicating that no Asbestos-Containing Materials (ACM) are present in the building. If ACMs are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations.

Timing/Phasing: Pre-Construction  
Responsible Party: LTSC Community Development Corporation  
Enforcement Party: SCAQMD and Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

**VIII.10/30** Prior to the issuance of any permit for demolition or alteration of the existing structure(s), the Responsible Party shall perform a lead-based paint survey to the written satisfaction of the Department of Building and Safety. Should lead-based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to ASHA regulations.

Timing/Phasing: Pre-Construction  
Responsible Party: LTSC Community Development Corporation  
Enforcement Party: Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

## **GENERAL CONSTRUCTION**

### **ENV#/DIR#** **IX.20/31.a-d**

Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on pavement surfaces that can be washed away into the storm drains. All vehicles/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or

drop clothes shall be used to catch drips and spills. Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.

Timing/Phasing: Construction  
Responsible Party: Construction Contractor  
Enforcement Party: County of Los Angeles Fire Department, Department of Public Works, and Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

**IX.20/31.e** Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.

Timing/Phasing: Construction  
Responsible Party: Construction Contractor  
Enforcement Party: Department of Public Works, and Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

## **NOISE**

### **ENV#/DIR#** **XII.20/32.a**

The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,474, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

Timing/Phasing: Construction and Post-Construction  
Responsible Party: Construction Contractor and LTSC Community Development Corporation  
Enforcement Party: Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

**XII.20/32.b** Construction and demolition shall be restricted to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday.

Timing/Phasing: Construction  
Responsible Party: Construction Contractor  
Enforcement Party: Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

**XII.20/32.c** Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

Timing/Phasing: Construction  
Responsible Party: Construction Contractor  
Enforcement Party: Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

**VI.b.2/19.d** The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

Timing/Phasing: Construction  
Responsible Party: Construction Contractor  
Enforcement Party: Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

#### **NOISE**

**XII.40/33** Responsible Party will utilize concrete, not metal, for construction of parking ramps. Interior ramps shall be textured to prevent tire squeal at turning areas. Parking lots located adjacent to residential buildings shall have a solid decorative wall adjacent to the residential.

Timing/Phasing: Construction  
Responsible Party: Construction Contractor  
Enforcement Party: Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

#### **NOISE**

**XII.60/34** Responsible Party shall utilize wall and floor-ceiling assemblies separating commercial tenant spaces, residential units and public spaces with a Sound Transmission Coefficient (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413.

Timing/Phasing: Construction  
Responsible Party: Construction Contractor  
Enforcement Party: Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

#### **INDUCE SUBSTANTIAL GROWTH**

**XIII.10/ N/A** The project shall be limited to 32 senior dwelling units, 1,683 sf of office space and 1,077 sf of recreation and classroom area.

Timing/Phasing: Pre-Construction  
Responsible Party: LTSC Community Development Corporation  
Enforcement Party: Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

#### **PUBLIC SERVICES AND SAFETY**

**XIV.10/35** Responsible Party will submit a plot plan for approval by the Fire Department either prior to the recordation of a final map or approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or

guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

Timing/Phasing: Pre-Construction  
Responsible Party: LTSC Community Development Corporation  
Enforcement Party: Los Angeles Fire Department  
Monitoring Party: LTSC Community Development Corporation

**XIV.20/36**

Responsible party shall provide fences constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

Timing/Phasing: Construction  
Responsible Party: Construction Contractor  
Enforcement Party: Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

**XIV.30/37**

Responsible Party shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of high concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to Design Out Crime Guidelines: Crime Prevention Through Environmental Design published by the Los Angeles Police Department's Crime Prevention Section (located at Parker center, 150 N. Los Angeles Street, Room 818, Los Angeles, (213)485-3134. These measures shall be approved by the Police Department prior to the issuance of building permits.

Timing/Phasing: Pre-Construction  
Responsible Party: LTSC Community Development Corporation  
Enforcement Party: Los Angeles Police Department  
Monitoring Party: LTSC Community Development Corporation

**XIV.60/ N/a**

The Responsible Party shall pay school fees to the Los Angeles Unified School District (LAUSD) to offset the impact of additional student enrollment at schools serving the project area.

Timing/Phasing: Pre-Construction  
Responsible Party: LTSC Community Development Corporation  
Enforcement Party: Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

**XIV.70/ N/a**

The Responsible Party shall comply with the Bureau of Engineering's requirements for street dedications and improvements that will reduce traffic impacts in direct portion to those caused by the proposed project's implementation.

Timing/Phasing: Pre-Construction  
Responsible Party: LTSC Community Development Corporation

Enforcement Party: Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

**XV.10/38**

Pursuant to Section 21.10 of the Los Angeles Municipal Code, the Responsible Party shall pay the Dwelling Unit Construction Tax for construction of apartment buildings.

Timing/Phasing: Pre-Construction  
Responsible Party: LTSC Community Development Corporation  
Enforcement Party: Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

**EMERGENCY ACCESS**

**XV.e/29**

Responsible party shall submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation for approval that provides code-required emergency access.

Timing/Phasing: Pre-Construction  
Responsible Party: LTSC Community Development Corporation  
Enforcement Party: Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

**UTILITIES**

**N/a /40.a**

Responsible party shall provide that the project comply with Ordinance No. 170.978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g. use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler system to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during rainy season).

Timing/Phasing: Pre-Construction, Construction, and Post-Construction  
Responsible Party: LTSC Community Development Corporation  
Enforcement Party: Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

**N/a /40.b**

In addition to the requirements of the Landscape Ordinance, the responsible party shall provide for a landscape plan which incorporates the following:

1. Weather-based irrigation controller with rain shutoff;
2. Matched precipitation (flow) rates for sprinkler heads;
3. Drip/microspray/subsurface irrigation where appropriate;
4. Minimum irrigation system distributed uniformity of 75 percent;
5. Proper hydro-zoning, turf minimization, and use of native/drought tolerant plant materials; and
6. Use of landscape contouring to minimize precipitation runoff;

7. A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for irrigated landscape areas totaling 5,000 sf and greater, to the satisfaction of the Department of Building and Safety.

Timing/Phasing: Pre-Construction  
Responsible Party: LTSC Community Development Corporation  
Enforcement Party: Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

N/a /40.c-e

The responsible party shall install no more than one showerhead per shower stall, having a flow rate no greater than 2.0 gallons per minute, install and utilize only high-efficiency clothes washers (water factor of 6.0 or less) in the project, if proposed to be provided in either individual units and/or in a common laundry room(s). If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the responsible party shall be responsible for ensuring compliance. Further, responsible party shall install and utilize only high-efficiency Energy Star rated dishwashers in the project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the responsible party shall be responsible for ensuring compliance.

Timing/Phasing: Construction and Post-Construction  
Responsible Party: LTSC Community Development Corporation  
Enforcement Party: Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

## UTILITIES

N/a /41.a-b

Responsible Party shall provide recycling bins at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as part of the project's regular trash (solid waste) removal program. Prior to the issuance of any demolition or construction permit, the applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction-related wastes.

Timing/Phasing: Pre-Construction, Construction, and Post-Construction  
Responsible Party: LTSC Community Development Corporation  
Enforcement Party: Department of Public Works and Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

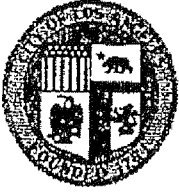
N/a /41.c-d

To facilitate on-site separation and recycling of demolition- and construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and the contents recycled accordingly as a part of the project's regular solid waste disposal program. All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle demolition and construction materials including:



solvents, water-based paints, vehicle fluids, broken asphalt and concrete, bricks, metals, wood, and vegetation. Non recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.

Timing/Phasing:	Construction
Responsible Party:	Construction Contractor
Enforcement Party:	Department of Public Works and Department of Building and Safety
Monitoring Party:	LTSC Community Development Corporation



## CITY PLANNING COMMISSION

200 N. Spring Street, Room 272, Los Angeles, California, 90012-4801, (213) 978-1300  
www.planning.lacity.org

Determination Mailing Date: FEB 29 2012

CASE NO.: CPC-2011-1770-DB  
CEQA: ENV-2011-1771-MND

Location: 900 South Crenshaw Boulevard  
and 4114 West 9<sup>th</sup> Street  
Council District: 10 - Wesson  
Plan Area: West Adams-Baldwin Hills-Leimert  
Zone: CR-1VL  
Request: Density Bonus

Applicant: Little Tokyo Service Center

At its meeting on January 12, 2012, the following action was taken by the City Planning Commission:

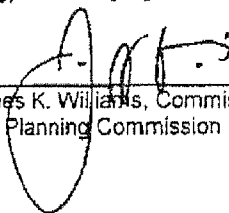
1. **Approved** a 45-foot high, 32-unit affordable senior apartment (100%) development with 1,683 square feet of office space floor area and 1,077 square feet of recreation and classroom floor area, with Parking Option 2 to allow 16 parking spaces (one-half parking space per affordable senior unit).
2. **Approved** an on-menu incentive to allow an increase in the Floor Area Ratio up to 3:1 (37,223 sq ft).
3. **Approved** an on-menu incentive to allow four stories in lieu of three stories.
4. **Approved** an off-menu incentive to allow a height of 45 feet.
5. **Approved** an off-menu incentive to allow a 10 percent increase (up to 35%) in the qualifying area of the recreation room for open space requirement.
6. **Adopted** the attached modified **Conditions of Approval**.
7. **Adopted** the attached **Findings**.
8. **Adopted** Mitigated Negative Declaration No. **ENV-2011-1771-MND** for the above referenced project.
9. **Advised** the applicant that, pursuant to California State Public Resources Code Section 21081.6, the City shall monitor or require evidence that mitigation condition are implemented and maintained throughout the life of the project and the City may require any necessary fees to cover the cost of such monitoring.
10. **Advised** the applicant that pursuant to State Fish and Game Code Section 711.4, a Fish and Game Fee is now required to be submitted to the County Clerk prior to or concurrent with the Environmental Notice of Determination (NOD) filing.

Fiscal Impact Statement: There is no General Fund impact as administrative costs are recovered through fees.

This action was taken by the following vote:

Moved: Freer  
Seconded: Roschen  
Ayes: Burton, Kim, Lessin Romero  
Absent: Cardoso, Hovaguimian, Woo

Vote: 6 - 0

  
James K. Williams, Commission Executive Assistant II  
City Planning Commission

**Effective Date/Appeals:** This action of the City Planning Commission is final and not further appealable upon the mailing date of this determination letter.

The time in which a party may seek judicial review of this determination is governed by California Code of Civil Procedure Section 1094.6. Under that provision, a petitioner may seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, only if the petition for writ of mandate pursuant to that section is filed no later than the 90th day following the date on which the City's decision becomes final.

Attachments: Modified Conditions of Approval, Findings  
City Planner: Theodore Irving

## CONDITIONS OF APPROVAL

Approval of this subject development project is made with the following Terms and Conditions imposed, in order to ensure compliance with allocable requirements of Los Angeles Municipal Code Section 12.22-A,25 and State Government Code Section 65915 (State Density Bonus Program).

1. **Use.** The project is approved for a 37,223 square-foot residential building with a total of 32 units.
2. **Site Plan.** The use and development of the subject property shall be in substantial conformance with the site plan, and elevations labeled Exhibit "A", attached to the subject case file. Minor deviations may be allowed in order to comply with provisions of the Municipal code and the conditions of approval.
3. **Floor Area.** The total floor area of the new building on the subject property shall not exceed 37,223 square feet (or 3:1 FAR).
4. **Height.**
  - a. The height of the proposed structure on the subject property shall not exceed four stories and a maximum height of 45 feet to the top of the roof as defined by Section 12.21.1 of the City of Los Angeles Municipal Code.
  - b. Any structures on the roof, such as air conditioning units and other equipment, shall be fully screened from view of any abutting properties.
5. **Density.** The total density at the site shall be limited to no more than 32 units.
6. **Open Space.** Usable open space shall be provided for all units on the site, as required by Los Angeles Municipal Code Section 12.21-G. The recreation room floor area contribution shall not exceed 35% of the total common open space area required.
7. **Parking.** A minimum 20 on-site parking spaces shall be provided to serve the development and a minimum of 5 spaces for bicycles and helmet racks.
8. **Green Building Program.** Pursuant to LAMC Section 16.10, (Green Building Program), prior to the issuance of any building permit, the project must be reviewed and the plans stamped approved by the Director of Planning (or designee) for LEED® compliance.
9. **Flood Hazard.** The project shall comply with the requirements of the Flood Hazard Management Specific Plan, Ordinance No. 172,081 (effective 7/3/98).
10. **Solid Waste.** The developer shall institute a recycling program to the satisfaction of the Planning Department to reduce the volume of solid waste going to landfills. Recycling bins shall be provided at appropriate locations to promote recycling of

paper, metal, glass, and other recyclable material. These bins shall be picked up no less than once a week as a part of the project's regular trash pick-up program.

11. **Housing Requirements.** Prior to the issuance of a building permit for any dwelling unit on the subject property, the applicant shall execute and record a rental covenant of purchase covenant agreement running with the land, to the satisfaction of the Los Angeles Housing Department (LAHD). The covenant shall bind the applicant and/or any subsequent property owner to reserve the units for occupancy by Low and/or Very Low Income households. These units will be restricted as affordable rental dwelling units, pursuant to California Government Code Section 65915 and Los Angeles Municipal Code Section 12.22-A,25. All density bonus calculations in fractional units shall be rounded up to the nearest whole number (Government Code Section 65915(g)(5)).
12. **Posting of Construction Activities.** A visible and readable sign (at a distance of 50 feet) shall be posted on the construction site identifying a telephone number for inquiring about the construction process and to register complaints.
13. **Construction-related Parking.** Off-street parking shall be provided for all construction-related parking generated to employees of the proposed project. No employees or subcontractor shall be allowed to park on the surrounding residential streets for the duration of all construction activities. There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any residential street in the immediate area. All construction vehicles shall be stored on site unless returned to their owner's base of operations.
14. **Truck Traffic Restricted Hours.** Truck traffic directed to the project site for the purpose of delivering construction materials or construction-machinery shall be limited to the hours beginning at 7:00AM and ending at 3:00PM, Monday through Friday. No truck deliveries for construction shall occur outside of that time period. No construction truck staging related to such deliveries to the project site shall occur on any adjacent streets.
15. **Maintenance.** The subject property (including any trash storage areas, associated parking facilities, sidewalks, driveways, yard areas, parkways, and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.
16. **Dust Walls.** Temporary dust walls (e.g., Visqueen plastic screening or other suitable product) not less than 8 feet in height shall be installed and maintained along the property line as necessary to preclude dust dispersion from the project site to adjacent properties. The walls shall be in place during any time period when grading is being conducted within 100 feet of any occupied residence or the school on said adjoining lots.

**Other Conditions**

17. **Bureau of Engineering.** Prior to the issuance of sign-offs for final site plan approval and/or project permits by the Department of City Planning, the applicant/developer shall provide written verification to the Department of City Planning from the responsible agency acknowledging the agency's consultation with the applicant/developer. The required dedications and improvements may necessitate redesign of the project. Any changes to the project design required by a public agency shall be documented in writing and submitted for review by the Department of City Planning.
  - a. **Street Dedication Required:**

**Crenshaw Boulevard (Major Highway – Class II)** – A 17-foot strip of land along the property frontage to complete a 52-foot half right of way in accordance with the Major Highway Class II Standards, including a 20-foot radius property radius return at the intersection with 9<sup>th</sup> Street. No street widening shall be required.

**9<sup>th</sup> Street (Local)** – None
  - b. **Improvements Required:**

**9<sup>th</sup> Street (Local)** Repair any broken, off-grade or bad order concrete curbs, gutters, and sidewalks and close any unused driveways to the satisfaction of the City Engineer. All driveways should be brought up to City Standards to comply with ADA requirements.
18. **Street Trees.** Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services.
19. **Street Lighting.** Street Lighting clearance for this Street Light Maintenance Assessment District condition is conducted at 1149 S. Broadway Suite 200. Street Lighting improvement condition clearance will be conducted at the Bureau of Engineering District office, see condition S-3(c).
  - a. If new street light(s) are required, then prior to the issuance of the Certificate of Occupancy, (C of O), street lighting improvement plans shall be submitted for review and the owner shall provide a good faith effort via ballot process for the formation or annexation of the property within the boundary of the development into a Street Lighting Maintenance Assessment District.
  - b. Install street lighting facilities to serve the project as required by the Bureau of Street Lighting.
20. **Department of Transportation.** A parking area and driveway plan be submitted to the Department of Transportation for review prior to submittal of building

permit plans for plan check by the Department of Building and Safety. Transportation approvals are conducted at 201 N. Figueroa Street Suite 400, Station 3.

### **Environmental Conditions**

**20. Aesthetics – Landscape Plan.**

- a. All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a Landscape Practitioner (Sec. 12.40-D) and to the satisfaction of the decision maker.
- b. Creeping vines shall be planted along the easterly exterior wall.

**22. Aesthetics – Vandalism.**

- a. Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
- b. The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley, pursuant to Municipal Code Section 91.8104.15.

**23. Aesthetics - Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way.

**24. Air Pollution – Demolition, Grading, and Construction Activities.**

- a. All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
- b. The construction area shall be kept sufficiently dampened to control dust cause by grading and hauling, and at all times provide reasonable control of dust cause by wind.
- c. All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
- d. All dirt/soil loads shall be secured by trimming, watering, or other appropriate means to prevent spillage and dust.

- e. All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
  - f. General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
  - g. Trucks having no current hauling activity shall not idle but be turned off.
25. **Air Pollution – Stationary.** An air filtration system shall be installed and maintained with filters meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting value (MERV) of 12, to the satisfaction of the Department of Building and Safety.
26. **Tree Removal (Non-Protected Trees)**
- a. Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.
  - b. All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.
  - c. Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077. All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division the Department of Public Works, Bureau of Street Services.
27. **Seismic.** The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.
28. **Erosion/Grading/Short-Term Construction Impacts.** Short-term erosion impacts may result from the construction of the proposed project. However, these impacts can be mitigated to a less than significant level by the following measures:
- a. The applicant shall provide a staked signage at the site with a minimum 3-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor.
  - b. Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. Additional provisions



are required for grading activities within Hillside areas. The application of BMP's includes but is not limited to the following mitigation measures: (i) Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened to reduce runoff velocity; (ii) Stockpiles, excavated, and exposed soil shall be covered with secured tarps, plastic sheeting, erosion control fabrics, or treated with a bio-degradable soil stabilizer.

29. **Greenhouse Gas Emissions.** The project will result in impacts resulting in increased green house gas emissions. However, the impact can be reduced to a less than significant level through compliance with the following measures:
- a. Install a demand (tankless or instantaneous) water heater system, or a high efficient central boiler, sufficient to serve the anticipated needs of the dwellings.
  - b. Only low- and non-VOC-containing paints, sealants, adhesives, and solvents shall be utilized in the construction of the project.
30. **Explosion/Release (Existing Toxic/Hazardous Construction Materials).**
- a. Asbestos – Prior to the issuance of any permit for demolition or alteration of the existing structure(s), the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant indicating that no Asbestos-Containing Materials (ACM) are present in the building. If ACM's are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations.
  - b. Lead Paint – Prior to the issuance of any permit for the demolition or alteration of the existing structure(s), a lead-based paint survey shall be performed to the written satisfaction of the Department of Building and Safety. Should lead-based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to ASHA regulations.
31. **Stormwater Pollution (Demolition, Grading, and Construction Activities).**
- a. Sediment carries with it other work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life.
  - b. Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.

- c. All vehicles/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.
- d. Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
- e. Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.

**32. Noise.**

- a. The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- b. Construction and demolition shall be restricted to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday.
- c. Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- d. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

**33. Noise (Parking Structure Ramps).**

- a. Concrete, not metal, shall be used for construction of parking ramps.
- b. The interior ramps shall be textured to prevent tire squeal at turning areas.
- c. Parking lots located adjacent to residential buildings shall have a solid decorative wall adjacent to the residential use

**34. Noise (Mixed Use Development)**

- a. Wall and floor-ceiling assemblies separating commercial tenant spaces, residential units and public spaces shall have a Sound Transmission Coefficient (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413.

- 35. Fire.** The submittal of a plot plan for approval by the Fire Department shall be required either prior to recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit

or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

36. **Police. (Demolition and Construction)**  
Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.
37. **Police.** The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention through Environmental Design," published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1<sup>st</sup> Street, #250, Los Angeles, CA 90012; (213)486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.
38. **Parks.** Pursuant to Section 21.10 of the Los Angeles Municipal Code, the applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings.
39. **Emergency Access.** The applicant shall submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation for approval that provides code-required emergency access.
40. **Utilities – Local Water Supplies.** Environmental impacts may result from the project implementation due to the cumulative increase demand on the City's water supplies. However, this potential impact will be mitigated to a less than significant level by the following measures:
  - a. The project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g. use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).
  - b. In addition to the requirements of the Landscape Ordinance, the landscape plan shall incorporate the following:
    - (1) Weather-based irrigation controller with rain shutoff
    - (2) Matched precipitation (flow) rates for sprinkler heads

- (3) Drip/microspray/subsurface irrigation where appropriate
  - (4) Minimum irrigation system distribution uniformity of 75 percent
  - (5) Proper hydro-zoning, turf minimization and use of native/drought tolerant plant materials
  - (6) Use of landscape contouring to minimize precipitation runoff
  - (7) A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for existing and expanded irrigated landscape areas totaling 5,000 sf and greater.
- c. Install no more than one showerhead per shower stall, having a flow rate of no greater than 2.0 gallons per minute.
  - d. Install and utilize only high-efficiency clothes washers (water factor of 6.0 or less) in the project, if proposed to be provided in either individual units and/or in a common laundry room(s). If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.
  - e. Install and utilize only high-efficiency Energy Star-rated dishwashers in the project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.

#### **41. Utilities – Solid Waste Recycling.**

- a. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the project's regular solid waste disposal program.
- b. Prior to the issuance of any demolition or construction permit, the applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract waste disposal services with a company that recycles demolition and/or construction-related wastes.
- c. To facilitate on-site separation and recycling of demolition- and construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and the contents recycled accordingly as a part of the project's regular solid waste disposal program.

- d. All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle demolition and construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, bricks, metals, wood, and vegetation. Non recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.
42. **Mitigation Monitoring.** The applicant shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department requiring the applicant to identify mitigation monitors who shall provide periodic status reports on the implementation of mitigation items required by Condition Nos. 21 through 44 of the approval. The mitigation monitors shall be identified as to their areas of responsibility, and phase of intervention (pre-construction, construction, post-construction/maintenance) to ensure continued implementation of the above mentioned mitigation items.

#### **Administrative Conditions**

43. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, reviews or approval, plans, etc, as may be required by the subject conditions, shall be provided to the Planning Department for placement in the subject file.
44. **Code Compliance.** All area, height and use regulations of the zone classification of the subject property shall be complied with, except wherein these conditions explicitly allow otherwise.
45. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.
46. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Planning Department and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
47. **Building Plans.** Page 1 of the grant and all the conditions of approval shall be printed on the building plans submitted to the City Planning Department and the Department of Building and Safety.
48. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if, in the Commission's or Director's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

49. **Expedited Processing Section.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.
50. **Indemnification.** The applicant shall defend, indemnify and hold harmless the City, its agents, officers, or employees from any claim, action, or proceeding against the City or its agents, officers, or employees to attack, set aside, void or annul this approval which action is brought within the applicable limitation period. The City shall promptly notify the applicant of any claim, action, or proceeding and the City shall cooperate fully in the defense. If the City fails to promptly notify the applicant of any claim, action or proceeding, or if the City fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City.

## FINDINGS

### General Plan/Charter Findings

1. **General Plan Land Use Designation.** The subject property is located within the Wilshire Community Plan area, which was adopted by the City Council on September 19, 2001. The plan map designates the subject property for Limited Commercial land use with the corresponding zones of CR, C1, C1.5, P, RAS3 and RAS4. The subject property contains approximately 14,646 square feet and is currently zoned CR-1VL. The zone permits commercial and multi-family uses.

The Wilshire Community Plan text includes the following relevant discussion regarding multi-family residential uses.

**Objective 1-1** Provide for the preservation of existing quality housing, and for the development of new housing to meet the diverse economic and physical needs of the existing residents and expected new residents in the Wilshire Community to the year 2010.

Policy 1-1.3 Provide for adequate Multiple Family residential development.

**Objective 1-2** Reduce vehicular trips and congestion by developing new housing in close proximity to regional and community commercial centers, subway station and existing bus route stops.

Policy 1-2.1 Encourage higher density residential uses near major public transportation centers

**Objective 1-3** Preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods.

Policy 1-3.1 Promote architectural compatibility and landscaping for new Multi-Family residential development to protect the character and scale of existing residential neighborhoods.

**Objective 1-4** Provide affordable housing and increased accessibility to more population segments, especially students, the handicapped and senior citizens.

Policy 1-4.1 Promote greater individual choice in type, quality, price, and location of housing.

Policy 1-4.2 Encourage multi-family residential and mixed use development in commercial zones.



The development of this affordable housing development will satisfy several policies and objectives of the Wilshire Community Plan by constructing 32 units of new studio and one-bedroom units for Very Low and Low Income senior households. The affordable housing development will replace the existing improvements, which presently includes a two-story block building and a two-story wood building. The project site is located along a section of Crenshaw Boulevard, north of Olympic Boulevard and south of Wilshire Boulevard, consisting of a mixture of commercial and residential uses and close to major transportation routes.

The project site is served by Metro Bus Lines 212, 305, 705, 710 and 720 along the subject segment of Crenshaw Boulevard and Metro Express Line 28 (7<sup>th</sup> and Maple to Constellation Boulevard/Century Park West and Avenue of the Stars) and Line 30 (Indiana Street/3rd Street and Gleason to Pico Boulevard). The 32 senior units would transition the single-family and low density multi-family housing to the east in the R1-1-HPOZ Zone with the commercial uses to the south and west along Crenshaw Boulevard in the [Q]CR-1VL Zone and the residential uses to the north in the R3-1 Zone. Moreover, the development of this site will locate much-needed affordable housing opportunities within the Wilshire Community Plan area near existing job centers and services without necessitating the displacement of existing housing or residents.

2. **The Transportation Element** of the General Plan may be affected by the recommended action herein. However, any necessary improvements of Crenshaw Boulevard, and 9<sup>th</sup> Street as recommended herein, will assure compliance with this Element of the General Plan and with the City's street improvement standards pursuant to Municipal Code Section 17.05.
3. **Density Bonus Compliance Findings.** After thorough consideration of the information, statements, and plans contained in the application; the reports received from other City departments and government agencies; the California State Government Code Section 65915 (State Density Bonus Program), it is determined that the requirements for issuing a Density Bonus Compliance Review approval have been established by the following:
  - a. **The project substantially complies with the applicable regulations, standards and provisions of the State Density Bonus Program.**

As conditioned by this approval, the proposed project complies with all applicable provisions of Government Code 65915-65918 and L.A.M.C. Section 12.22-A,25. By setting aside 100% of the units for Very Low and Low Income Senior households, the project qualifies for development incentives. The code allows projects that provide the minimum number of set aside units be granted an automatic increase in density and reduced parking requirements. Additionally, providing 100% Very Low and Low

Income Senior households units also grants the project up to three incentives, which serve as waivers from development standards of the code. In this case, however, the applicant is seeking five incentives, two of which are off-menu items.

- (1) **Floor Area Ratio.** The subject site is 14,646 net square feet and is located in the CR-1VL Zone. Pursuant to L.A.M.C. 12.21.1-A.1, "Height District 1" restricts the floor area ratio to 1.5 to 1, resulting in a maximum floor area of 21,696 square feet. The Los Angeles Municipal Code Section 12.22-A,25 and Government Code Section 65915, allows an applicant to request an increase in the FAR when a project provides 100% Very Low and Low Income Senior household units. The proposed 32-unit development qualifies for the increased FAR, and thus is permitted the proposed 37,223 square feet of floor area.
- (2) **Parking.** Pursuant to Government Code 69515 and LAMC Section 12.22-A,25(d), the applicant is utilizing Parking Option 2, which permits one half parking space per Senior Affordable Unit. The proposed project will provide 32 Very Low and Low Income Senior units, which requires a minimum of 16 parking spaces. However, the project slightly exceeds the minimum and will instead provide 20 parking spaces.
- (3) **Number of Stories** Pursuant to L.A.M.C. Section 12.21.1-A.1, the number of stories is restricted to three. The Los Angeles Municipal Code Section 12.22-A,25 and Government Code Section 65915, allows an applicant to request an increase in the number of stories when a project provides 100% Very Low and Low Income Senior household units. The proposed 32-unit development qualifies for the increase in the number of stories and thus is permitted the proposed fourth level above the garage
- (4) **Waivers and Modifications to Development Standards ("Off-Menu" Affordable Housing Incentives).**
  - i. **Transitional Height.** Pursuant to Government Code 65915 and L.A.M.C. Section 12.22-A,25(g)(3), relief from L.A.M.C. Section 12.21.1-A,10 is permitted, thereby allowing a 45 feet height, in lieu of the maximum 25 feet, for a distance of 49 feet from the adjacent R1-1-HPOZ Zone.
  - ii. **Open Space.** Pursuant to Government Code 65915 and L.A.M.C. Section 12.22-A,25(g)(3), relief from L.A.M.C. Section 12.21-G,2(a)(4) is permitted, thereby allowing the recreation room to

qualify for a maximum of 35% of the required common open space in lieu of the maximum 25%.

- b. **The incentives are required in order to provide for the affordable housing costs as defined in the California Health and Safety Code Section 50052.5, or Section 50053 for rents of the affordable units.**

It is not the intent of the incentives to increase unit rental values for profit but to allow the project to be configured in such a manner that makes it functionally feasible. The proposed development will receive direct subsidies to aid in the construction of the senior apartments and 100 percent of the senior apartments are to be set aside as affordable.

- c. **The project incorporates mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review which would mitigate the negative environmental effects of the project to the physically extent feasible.**

In compliance with the requirements of the California Environmental Quality Act (CEQA), the project was issued a Mitigated Negative Declaration (ENV-2011-1771-MND). The project is subject to various specific measures during both construction and operation phases of the project. The project would not cause adverse impacts on fish or wildlife resources as far as earth, air, water, plant life, and animal life, or risk of upset to these resources are concerned. Furthermore, the project site, as well as the surrounding area is presently developed with urban structures and residential and commercial land uses which do not provide a natural habitat for fish or wildlife.

Any impacts that have been identified as "Potentially Significant Unless Mitigation Incorporated" in the Mitigated Negative Declaration have attached Mitigation Measures to remedy potentially significant impacts to less than significant or no impact levels. These measures are required and have been incorporated into the project's conditions of approval. Mitigation Monitoring has also been identified (Condition No. 45) ensuring the implementation of all required mitigation measures. Therefore, in light of the whole record, the proposed project would not cause substantial impacts on the environment.

The proposed project will not be constructed over a designated hazardous materials site, liquefaction, or dam inundation zone. The project would not place any occupants or residents near a hazardous materials site or involve the regular use or transport of hazardous materials or substances. The proposed use is consistent with the zone and land use designation, resulting in a development that is compatible with the surrounding uses and improvements in the same zone and vicinity.

Additionally, the project has been conditioned to confer with various City agencies, including the Department of Transportation, Public Works, Urban Forestry, amongst others, to ensure adequate vehicular access and parking, and for the provision of street trees as well as improvements to the right-of-way. The proposed project will be connected to the public sewer system and therefore would not violate the California Water Code. As presented, the design of the proposed project materially conforms to the CEQA Statute and all other applicable policies and regulations of the Affordable Housing – Density Bonus Program and the Los Angeles Municipal Code.

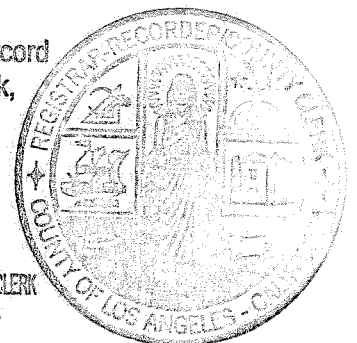
#### **CEQA Findings**

4. **Environmental Findings.** A Mitigated Negative Declaration (ENV-2011-1771-MND) was prepared for the proposed project. On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that, with imposition of the mitigation measures described in the MND, there is no substantial evidence that the proposed project will have a significant effect on the environment. The attached Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. The records upon which this decision is based are with the Environmental Review Section of the Planning Department in Room 750, 200 North Spring Street.
5. **Flood Insurance.** The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Flood Zone A, an area subject to inundation by the 1 percent annual-chance flood event (100 year flood). Because detailed hydraulic analyses have not been performed, no Base Flood Elevations (BFEs) or flood depths are shown. Mandatory flood insurance purchase requirements and floodplain management standards apply.

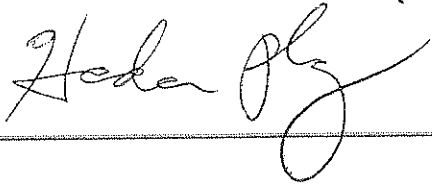
This is a true and certified copy of the record  
if it bears the seal, imprinted in purple ink,  
of the Registrar-Recorder/County Clerk

DEC 11 2012

*Deane C. Lora* REGISTRAR-RECORDER/COUNTY CLERK  
LOS ANGELES COUNTY, CALIFORNIA



CITY OF LOS ANGELES  
OFFICE OF THE CITY CLERK  
ROOM 395, CITY HALL  
LOS ANGELES, CALIFORNIA 90012  
CALIFORNIA ENVIRONMENTAL QUALITY ACT  
**PROPOSED MITIGATED NEGATIVE DECLARATION**

<b>LEAD CITY AGENCY</b> City of Los Angeles		<b>COUNCIL DISTRICT</b> 4	
<b>PROJECT TITLE</b> ENV-2009-1950-MND		<b>CASE NO.</b> DIR-2009-1949-DB	
<b>PROJECT LOCATION</b> 540 S KINGSLEY DRIVE; 90020			
<b>PROJECT DESCRIPTION</b> Construction of a new, five-story, approximately 29,746-square-foot, 35-unit senior apartment building (including one manager's unit) over a 21-space subterranean parking garage, on an approximately 11,250 square-foot parcel in the R4-2 Zone. The existing surface parking lot and landscaping will be removed, and approximately 3,960 cubic yards of dirt will be exported from the property. In consideration of providing 100 percent of the units as affordable to low- and very low-income tenants, a 25 percent Density Bonus is requested, in addition to a 20% reduction in required open space and front yard setback.			
<b>NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY</b> LTSC Community Development Corporation 231 E 3rd Street, #G106 Los Angeles, CA 90013			
<b>FINDING:</b> The City Planning Department of the City of Los Angeles has Proposed that a mitigated negative declaration be adopted for this project because the mitigation measure(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance <div style="text-align: center;">(CONTINUED ON PAGE 2)</div>			
SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.			
Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt the mitigated negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.			
THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.			
<b>NAME OF PERSON PREPARING THIS FORM</b>		<b>TITLE</b>	<b>TELEPHONE NUMBER</b>
JONATHAN HERSHEY		City Planning Associate	(213) 978-1349
<b>ADDRESS</b>	<b>SIGNATURE (Official)</b>		<b>DATE</b>
200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012			AUGUST 26, 2009

**I b2. Aesthetics (Landscaping)**

- Environmental impacts to the character and aesthetics of the neighborhood may result from project implementation. However, the potential impacts will be mitigated to a level of insignificance by the following measure:
- All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker.

**I b4. Aesthetics (Graffiti)**

- Environmental impacts may result from project implementation due to graffiti and accumulation of rubbish and debris along the wall(s) adjacent to public rights-of-way. However, this potential impact will be mitigated to a level of insignificance by the following measures:
- Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
- The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a public street or alley, pursuant to Municipal Code Section 91.8104.15.

**I c1. Aesthetics (Light)**

- Environmental impacts to the adjacent residential properties may result due to excessive illumination on the project site. However, the potential impacts will be mitigated to a level of insignificance by the following measure:
- Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen from adjacent residential properties.

**III d1. Air Pollution (Stationary)**

- Adverse impacts upon future occupants may result from the project implementation due to existing ambient air pollution levels in the project vicinity. However, this impact can be mitigated to a level of insignificance by the following measure:
- RESIDENTIAL - An air filtration system shall be installed and maintained with filters meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 11, to the satisfaction of the Department of Building and Safety.

**IV d. Wildlife Corridor**

- Environmental impacts from project implementation may result in: 1) conversion and/or disturbance of existing animal habitat area on-site and proximal to the site, and 2) disruption of access corridors between habitat areas. However, these impacts will be mitigated to a level of insignificance by the following measures:
- **Habitat Modification (Nesting Native Birds)** The project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). The following measures are as recommended by the California Department of Fish and Game:
  - a. Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).
  - b. If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat the applicant shall:
    - i. Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat on abutting properties, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
    - ii. If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat (within 500 feet for suitable raptor nesting habitat) until August 31.
    - iii. Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) or



as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.

- iv. The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds.

**IV f. Tree Removal (Non-Protected Trees)**

- Environmental impacts from project implementation may result due to the loss of significant trees on the site. However, the potential impacts will be mitigated to a level of insignificance by the following measures:
- All significant trees (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree.
- A Landscape Plan shall be prepared, indicating the location of all replacement trees, to the satisfaction of the decision-maker. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.
- Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-485-5675. All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division the Department of Public Works, Bureau of Street Services.

**V b. Cultural Resources (Archaeological)**

- Environmental impacts may result from project implementation due to the project's location in an area likely to yield unrecorded archaeological sites. However, the potential impacts will be mitigated to a level of insignificance by the following measures:
- If any archaeological materials are encountered during the course of the project development, the project shall be halted. The services of an archaeologist shall be secured by contacting the Center for Public Archaeology - Cal State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist to assess the resources and evaluate the impact.
- Copies of the archaeological survey, study or report shall be submitted to the UCLA Archaeological Information Center.
- A covenant and agreement shall be recorded prior to obtaining a grading permit.
- **(Human Remains)** In the event that human remains are discovered during excavation activities, the following procedure shall be observed:
  - Stop immediately and contact the County Coroner:  
1104 N. Mission Road  
Los Angeles, CA 90033  
323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or  
323-343-0714 (After Hours, Saturday, Sunday, and Holidays)
  - The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission.
  - The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
  - The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
    - a. If the descendent does not make recommendations within 48 hours the owner shall reinter the remains in an area of the property secure from further disturbance, or;
    - b. If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the Native American Heritage Commission.

*Discuss and confer* means the meaningful and timely discussion careful consideration of the views of each party.

**V c. Cultural Resources (Paleontological)**

- Environmental impacts may result from project implementation due to the project's location in an area likely to yield unrecorded paleontological sites. However, the potential impacts will be mitigated to a level of insignificance by the following measures:

- If any paleontological materials are encountered during the course of the project development, the project shall be halted.
- The services of a paleontologist shall be secured by contacting the Center for Public Paleontology - USC, UCLA, Cal State Los Angeles, Cal State Long Beach, or the Los Angeles County Natural History Museum to assess the resources and evaluate the impact.
- Copies of the paleontological survey, study or report shall be submitted to the Los Angeles County Natural History Museum.
- A covenant and agreement shall be recorded prior to obtaining a grading permit.

VI aii. **Seismic**

- Environmental impacts may result to the safety of future occupants due to the project's location in an area of potential seismic activity. However, this potential impact will be mitigated to a level of insignificance by the following measure:
- The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.

VI b2. **Erosion/Grading/Short-Term Construction Impacts**

- Short-term air quality and noise impacts may result from the construction of the proposed project. However, these impacts can be mitigated to a level of insignificance by the following measures:
- **Air Quality**
- All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
- The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by construction and hauling, and at all times provide reasonable control of dust caused by wind.
- All loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- **Noise**
- The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- The project sponsor shall comply with the Noise Insulation Standards of Title 24 of the California Code Regulations, which insure an acceptable interior noise environment.
- **General Construction**
- Sediment carries with it other work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life.
- All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.
- Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
- Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
- Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.

- Gravel approaches shall be used where truck traffic is frequent to reduce soil compaction and the tracking of sediment into streets shall be limited.
- All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.

**VII b2. Explosion/Release (Methane Gas)**

- Environmental impacts may result from project implementation due to its location in an area of potential methane gas zone. However, this potential impact will be mitigated to a level of insignificance by the following measures:
- All multiple residential buildings shall have adequate ventilation as defined in Section 91.7102 of the Municipal Code of a gas-detection system installed in the basement or on the lowest floor level on grade, and within the underfloor space in buildings with raised foundations.

**VIII c2. Single Family Dwelling (10+ Home Subdivision/Multi Family)**

- Environmental impacts may result from the development of this project. However, the potential impacts will be mitigated to a level of insignificance by incorporating stormwater pollution control measures. Ordinance No. 172,176 and Ordinance No. 173,494 specify Stormwater and Urban Runoff Pollution Control which requires the application of Best Management Practices (BMPs). Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. Applicants must meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board, including the following: (A copy of the SUSMP can be downloaded at: <http://www.swrcb.ca.gov/rwqcb4/>).
- Project applicants are required to implement stormwater BMPs to treat and infiltrate the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.
- Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion.
- Maximize trees and other vegetation at each site by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.
- Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation.
- Reduce impervious surface area by using permeable pavement materials where appropriate, including: pervious concrete/asphalt; unit pavers, i.e. turf block; and granular materials, i.e. crushed aggregates, cobbles.
- Install Roof runoff systems where site is suitable for installation. Runoff from rooftops is relatively clean, can provide groundwater recharge and reduce excess runoff into storm drains.
- Promote natural vegetation by using parking lot islands and other landscaped areas.
- Paint messages that prohibits the dumping of improper materials into the storm drain system adjacent to storm drain inlets. Prefabricated stencils can be obtained from the Dept. of Public Works, Stormwater Management Division.
- All storm drain inlets and catch basins within the project area must be stenciled with prohibitive language (such as NO DUMPING - DRAINS TO OCEAN) and/or graphical icons to discourage illegal dumping.
- Legibility of stencils and signs must be maintained.
- Materials with the potential to contaminate stormwater must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs.
- The storage area must be paved and sufficiently impervious to contain leaks and spills.
- The storage area must have a roof or awning to minimize collection of stormwater within the secondary containment area.
- Design an efficient irrigation system to minimize runoff including: drip irrigation for shrubs to limit excessive spray; shutoff devices to prevent irrigation after significant precipitation; and flow reducers.
- The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturer's instructions.

**IX 0. Greenhouse Gas Emissions**

- Only low- and non-VOC-containing paints, sealants, adhesives, and solvents shall be utilized in the construction of the project.

**XI a2. Increased Noise Levels (Parking Structure Ramps)**

- Environmental impacts may result from project implementation due to noise from cars using the parking ramp. However, the potential impacts will be mitigated to a level of insignificance by the following measures:
- Concrete, not metal, shall be used for construction of parking ramps.
- The interior ramps shall be textured to prevent tire squeal at turning areas.
- Parking lots located adjacent to residential buildings shall have a solid decorative wall adjacent to the residential.

**XIII a. Public Services (Fire)**

- Environmental impacts may result from project implementation due to the location of the project in an area having marginal fire protection facilities. However, this potential impact will be mitigated to a level of insignificance by the following measure:
- The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

**XIII b1. Public Services (Police General)**

- Environmental impacts may result from project implementation due to the location of the project in an area having marginal police services. However, this potential impact will be mitigated to a level of insignificance by the following measure:
- The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to Design Out Crime Guidelines: Crime Prevention Through Environmental Design published by the Los Angeles Police Department's Crime Prevention Section (located at Parker Center, 150 N. Los Angeles Street, Room 818, Los Angeles, (213)485-3134. These measures shall be approved by the Police Department prior to the issuance of building permits.

**XIII c1. Public Services (Schools)**

- Environmental impacts may result from project implementation due to the location of the project in an area with insufficient school capacity. However, the potential impact will be mitigated to a level of insignificance by the following measure:
- The applicant shall pay school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project area.

**XV d. Safety Hazards**

- Environmental impacts may result from project implementation due to hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses. However, the potential impacts can be mitigated to a level of insignificance by the following measure:
- The applicant shall submit a parking and driveway plan that incorporates design features that reduce accidents, to the Bureau of Engineering and the Department of Transportation for approval.
- Prior to plan check submittal to LADBS, submit a site and/or driveway plan, scaled at least 1 inch = 40 feet, to: **LADOT Construction Services Center, 201 N Figueroa Street, #400 (Counter No. 3), Los Angeles, 90012.**
- Two-way driveways shall be 30 feet wide and one-way driveways shall be 16 feet wide, exclusive of side slopes.
- A minimum 20-foot reservoir space (property line to gate/first parking stall) at all entrances to lots with up to 100 spaces; a minimum 40-foot reservoir is required for lots with 101 to 300 spaces.
- Street improvements required per LAMC 12.37-A must be cleared by the Bureau of Engineering prior to issuance of LADOT project approval.

**XV e. Inadequate Emergency Access**

- Environmental impacts may result from project implementation due to inadequate emergency access. However, these impacts can be mitigated to a level of insignificance by the following measure:
- The applicant shall submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation for approval that provides code-required emergency access.

**XVI d. Utilities (Local or Regional Water Supplies)**

- Environmental impacts may result from project implementation due to the cumulative increase in demand on the City's water supplies. However, this potential impact will be mitigated to a level of insignificance by the following measures:
- The project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g. use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).
- If conditions dictate, the Department of Water and Power may postpone new water connections for this project until water supply capacity is adequate.
- **(All New Construction, Commercial/Industrial Remodel, Condominium Conversions, and Adaptive Reuse)**  
Unless otherwise required, and to the satisfaction of the Department of Building and Safety, the applicant shall install:
  - a. High-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate. Rebates may be offered through the Los Angeles Department of Water and Power to offset portions of the costs of these installations.
  - b. Restroom faucets with a maximum flow rate of 1.5 gallons per minute.Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.)
- **(All New Residential, Condominium Conversions, and Adaptive Reuse)**  
Unless otherwise required, and to the satisfaction of the Department of Building and Safety, the applicant shall:
  - a. Install a demand (tankless or instantaneous) water heater system sufficient to serve the anticipated needs of the dwelling(s).
  - b. Install no more than one showerhead per shower stall, having a flow rate no greater than 2.0 gallons per minute.
  - c. Install and utilize only high-efficiency clothes washers (water factor of 6.0 or less) in the project, if proposed to be provided in either individual units and/or in a common laundry room(s). If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance. Rebates may be offered through the Los Angeles Department of Water and Power to offset portions of the costs of these installations.
  - d. Install and utilize only high-efficiency Energy Star-rated dishwashers in the project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.
- **(Landscaping)**  
In addition to the requirements of the Landscape Ordinance, the landscape plan shall incorporate the following:
  - a. Weather-based irrigation controller with rain shutoff;
  - b. Matched precipitation (flow) rates for sprinkler heads;
  - c. Drip/microspray/subsurface irrigation where appropriate;
  - d. Minimum irrigation system distribution uniformity of 75 percent;
  - e. Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials; and
  - f. Use of landscape contouring to minimize precipitation runoff.
  - g. A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for irrigated landscape areas totaling 5,000 sf. and greater, to the satisfaction of the Department of Building and Safety.

**XVI f. Utilities (Solid Waste)**

- Environmental impacts may result from project implementation due to the creation of additional solid waste. However, this potential impact will be mitigated to a level of insignificance by the following measure:
- Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the project's regular solid waste disposal program.

MITIGATED NEGATIVE DECLARATION

ENV-2009-1950-MND

- Prior to the issuance of any demolition or construction permit, the applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction-related wastes.

XVII d. End

- The conditions outlined in this proposed mitigated negative declaration which are not already required by law shall be required as condition(s) of approval by the decision-making body except as noted on the face page of this document.
- Therefore, it is concluded that no significant impacts are apparent which might result from this project's implementation.

**CITY OF LOS ANGELES**  
OFFICE OF THE CITY CLERK  
ROOM 395, CITY HALL  
LOS ANGELES, CALIFORNIA 90012  
**CALIFORNIA ENVIRONMENTAL QUALITY ACT**  
**INITIAL STUDY**  
**and CHECKLIST**  
(CEQA Guidelines Section 15063)

<b>LEAD CITY AGENCY:</b> City of Los Angeles	<b>COUNCIL DISTRICT:</b> CD 4 - TOM LABONGE	<b>DATE:</b> 07/28/2009
<b>RESPONSIBLE AGENCIES:</b> Department of City Planning		
<b>ENVIRONMENTAL CASE:</b> ENV-2009-1950-MND	<b>RELATED CASES:</b> DIR-2009-1949-DB	
<b>PREVIOUS ACTIONS CASE NO.:</b>	<input checked="" type="checkbox"/> Does have significant changes from previous actions. <input type="checkbox"/> Does NOT have significant changes from previous actions	
<b>PROJECT DESCRIPTION:</b> NEW 34-UNITS OF PERMANENT SENIOR HOUSING/LOW & VERY LOW INCOME SENIORS.		
<b>ENV PROJECT DESCRIPTION:</b> Construction of a new, five-story, approximately 29,746-square-foot, 35-unit senior apartment building (including one manager's unit) over a 21-space subterranean parking garage, on an approximately 11,250 square-foot parcel in the R4-2 Zone. The existing surface parking lot and landscaping will be removed, and approximately 3,960 cubic yards of dirt will be exported from the property. In consideration of providing 100 percent of the units as affordable to low- and very low-income tenants, a 25 percent Density Bonus is requested, in addition to a 20% reduction in required open space and front yard setback.		
<b>ENVIRONMENTAL SETTINGS:</b> The property is a level, rectangular, interior, approximately 11,250 square-foot parcel of land with a 75-foot frontage on the east side of Kingsley Drive. The property has an even width and depth of 75 feet and 150 feet, respectively. The property is located within Flood Zone C, the Methane Buffer Zone of a Methane Hazard Site, and is approximately 0.71 kilometers from the nearest known fault. The property is further located within the Adaptive Reuse Incentive Areas Specific Plan, the Wilshire Center/Koreatown Redevelopment Project Area of the Community Redevelopment Agency (ZI-1940), Los Angeles State Enterprise Zone (ZI-2374), Wilshire Center Business Improvement District, and the Central City Revitalization Zone.  There is a 15-foot building setback line, established by Ordinance No. 63,235, parallel to Kingsley Drive.  The property is developed and utilized as a surface parking lot.  Kingsley Drive, adjoining the property on the west, is a designated Local Street, dedicated a width of 80 feet, and improved with asphalt roadway, concrete curb, gutter, sidewalk, and landscaped parkway.  The north and northeast abutting properties are zoned R4-2 and R4-1, respectively, and developed with three-story multi-family apartment buildings over semi-subterranean parking levels. The east abutting property is zoned R1-1 and developed with a three-level parking garage with rooftop parking. The southeast and south abutting properties are zoned C2-1 and developed with two- and three-story commercial buildings. The west adjoining properties, across Kingsley Drive, are zoned C2-1 and P-1 and developed with commercial offices and a surface parking lot.		
<b>PROJECT LOCATION:</b> 540 S KINGSLEY DRIVE; 90020		
<b>COMMUNITY PLAN AREA:</b> WILSHIRE <b>STATUS:</b>  <input checked="" type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan	<b>AREA PLANNING COMMISSION:</b> CENTRAL	<b>CERTIFIED NEIGHBORHOOD COUNCIL:</b> WILSHIRE CENTER - KOREATOWN



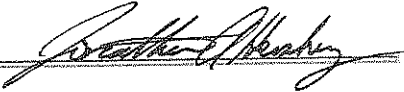
EXISTING ZONING: R4-2	MAX. DENSITY/INTENSITY ALLOWED BY ZONING: 1 Dwelling Unit per 400 square feet of lot area (R4 Zone)	LA River Adjacent: NO
GENERAL PLAN LAND USE: HIGH MEDIUM RESIDENTIAL	MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION: 1 Dwelling Unit per 400 square feet of lot area (R4 Zone)	
	PROPOSED PROJECT DENSITY: Approx. 1 D.U./321 sqft	

## Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

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	City Planning Associate	(213) 978-1349
Signature	Title	Phone

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### Evaluation Of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analysis," cross referenced).
5. Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
  - a. Earlier Analysis Used. Identify and state where they are available for review.
  - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c. Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated
7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.
9. The explanation of each issue should identify:
  - a. The significance criteria or threshold, if any, used to evaluate each question; and
  - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

## Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

<input checked="" type="checkbox"/> AESTHETICS <input type="checkbox"/> AGRICULTURAL RESOURCES <input checked="" type="checkbox"/> AIR QUALITY <input checked="" type="checkbox"/> BIOLOGICAL RESOURCES <input checked="" type="checkbox"/> CULTURAL RESOURCES <input checked="" type="checkbox"/> GEOLOGY AND SOILS	<input checked="" type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS <input checked="" type="checkbox"/> HYDROLOGY AND WATER QUALITY <input checked="" type="checkbox"/> LAND USE AND PLANNING <input type="checkbox"/> MINERAL RESOURCES <input checked="" type="checkbox"/> NOISE <input type="checkbox"/> POPULATION AND HOUSING	<input checked="" type="checkbox"/> PUBLIC SERVICES <input type="checkbox"/> RECREATION <input checked="" type="checkbox"/> TRANSPORTATION/CIRCULATION <input checked="" type="checkbox"/> UTILITIES <input type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE
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## INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

### *Background*

**PROPONENT NAME:**

LTSC Community Development Corporation

**APPLICANT ADDRESS:**

231 E 3rd Street, #G106  
Los Angeles, CA 90013

**AGENCY REQUIRING CHECKLIST:**

Department of City Planning

**PROPOSAL NAME (if Applicable):****PHONE NUMBER:**

(213) 473-1686

**DATE SUBMITTED:**

06/24/2009

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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<b>I. AESTHETICS</b>				
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA?			✓
b.	SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING, BUT NOT LIMITED TO, TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS, OR OTHER LOCALLY RECOGNIZED DESIRABLE AESTHETIC NATURAL FEATURE WITHIN A CITY-DESIGNATED SCENIC HIGHWAY?			✓
c.	SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF THE SITE AND ITS SURROUNDINGS?	✓		
d.	CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA?	✓		
<b>II. AGRICULTURAL RESOURCES</b>				
a.	CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE, AS SHOWN ON THE MAPS PREPARED PURSUANT TO THE FARMLAND MAPPING AND MONITORING PROGRAM OF THE CALIFORNIA RESOURCES AGENCY, TO NON-AGRICULTURAL USE?			✓
b.	CONFLICT THE EXISTING ZONING FOR AGRICULTURAL USE, OR A WILLIAMSON ACT CONTRACT?			✓
c.	INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT WHICH, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN CONVERSION OF FARMLAND, TO NON-AGRICULTURAL USE?			✓
<b>III. AIR QUALITY</b>				
a.	CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE SCAQMD OR CONGESTION MANAGEMENT PLAN?		✓	
b.	VIOLATE ANY AIR QUALITY STANDARD OR CONTRIBUTE SUBSTANTIALLY TO AN EXISTING OR PROJECTED AIR QUALITY VIOLATION?		✓	
c.	RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE AIR BASIN IS NON-ATTAINMENT (OZONE, CARBON MONOXIDE, & PM 10) UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD?		✓	
d.	EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS?	✓		
e.	CREATE OBJECTIONABLE ODORS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE?		✓	
<b>IV. BIOLOGICAL RESOURCES</b>				
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATION, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE ?	✓		
b.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN THE CITY OR REGIONAL PLANS, POLICIES, REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE ?			✓
c.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON FEDERALLY PROTECTED WETLANDS AS DEFINED BY SECTION 404 OF THE CLEAN WATER ACT (INCLUDING, BUT NOT LIMITED TO, MARSH VERNAL POOL, COASTAL, ETC.) THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS?			✓
d.	INTERFERE SUBSTANTIALLY WITH THE MOVEMENT OF ANY NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS, OR IMPEDE THE USE OF NATIVE WILDLIFE NURSERY SITES?			✓

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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e.	CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS TREE PRESERVATION POLICY OR ORDINANCE (E.G., OAK TREES OR CALIFORNIA WALNUT WOODLANDS)?		✓		
f.	CONFLICT WITH THE PROVISIONS OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN?				✓
<b>V. CULTURAL RESOURCES</b>					
a.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN STATE CEQA 15064.5?				✓
b.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO STATE CEQA 15064.5?		✓		
c.	DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE?		✓		
d.	DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES?				✓
<b>VI. GEOLOGY AND SOILS</b>					
a.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING : RUPTURE OF A KNOWN EARTHQUAKE FAULT, AS DELINEATED ON THE MOST RECENT ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING MAP ISSUED BY THE STATE GEOLOGIST FOR THE AREA OR BASED ON OTHER SUBSTANTIAL EVIDENCE OF A KNOWN FAULT? REFER TO DIVISION OF MINES AND GEOLOGY SPECIAL PUBLICATION 42.		✓		
b.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING : STRONG SEISMIC GROUND SHAKING?		✓		
c.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING : SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?				✓
d.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING : LANDSLIDES?				✓
e.	RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL?		✓		
f.	BE LOCATED ON A GEOLOGIC UNIT OR SOIL THAT IS UNSTABLE, OR THAT WOULD BECOME UNSTABLE AS A RESULT OF THE PROJECT, AND POTENTIAL RESULT IN ON- OR OFF-SITE LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION, OR COLLAPSE?				✓
g.	BE LOCATED ON EXPANSIVE SOIL, AS DEFINED IN TABLE 18-1-B OF THE UNIFORM BUILDING CODE (1994), CREATING SUBSTANTIAL RISKS TO LIFE OR PROPERTY?				✓
h.	HAVE SOILS INCAPABLE OF ADEQUATELY SUPPORTING THE USE OF SEPTIC TANKS OR ALTERNATIVE WASTE WATER DISPOSAL SYSTEMS WHERE SEWERS ARE NOT AVAILABLE FOR THE DISPOSAL OF WASTE WATER?				✓
<b>VII. HAZARDS AND HAZARDOUS MATERIALS</b>					
a.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS?				✓
b.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT?		✓		

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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c.	EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL?				✓
d.	BE LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 AND, AS A RESULT, WOULD IT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT?				✓
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA?				✓
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR THE PEOPLE RESIDING OR WORKING IN THE AREA?				✓
g.	IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN?				✓
h.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING WILDLAND FIRES, INCLUDING WHERE WILDLANDS ARE ADJACENT TO URBANIZED AREAS OR WHERE RESIDENCES ARE INTERMIXED WITH WILDLANDS?				✓

#### VIII. HYDROLOGY AND WATER QUALITY

a.	VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS?				✓
b.	SUBSTANTIALLY DEplete GROUNDWATER SUPPLIES OR INTERFERE WITH GROUNDWATER RECHARGE SUCH THAT THERE WOULD BE A NET DEFICIT IN AQUIFER VOLUME OR A LOWERING OF THE LOCAL GROUNDWATER TABLE LEVEL (E.G., THE PRODUCTION RATE OF PRE-EXISTING NEARBY WELLS WOULD DROP TO A LEVEL WHICH WOULD NOT SUPPORT EXISTING LAND USES OR PLANNED LAND USES FOR WHICH PERMITS HAVE BEEN GRANTED)?				✓
c.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, IN A MANNER WHICH WOULD RESULT IN SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE?				✓
d.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, OR SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF IN AN MANNER WHICH WOULD RESULT IN FLOODING ON- OR OFF SITE?				✓
e.	CREATE OR CONTRIBUTE RUNOFF WATER WHICH WOULD EXCEED THE CAPACITY OF EXISTING OR PLANNED STORMWATER DRAINAGE SYSTEMS OR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF?		✓		
f.	OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY?				✓
g.	PLACE HOUSING WITHIN A 100-YEAR FLOOD PLAIN AS MAPPED ON FEDERAL FLOOD HAZARD BOUNDARY OR FLOOD INSURANCE RATE MAP OR OTHER FLOOD HAZARD DELINEATION MAP?				✓
h.	PLACE WITHIN A 100-YEAR FLOOD PLAIN STRUCTURES WHICH WOULD IMPEDE OR REDIRECT FLOOD FLOWS?				✓
i.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING FLOODING, INCLUDING FLOODING AS A RESULT OF THE FAILURE OF A LEVEE OR DAM?				✓
j.	INUNDATION BY SEICHE, TSUNAMI, OR MUDFLOW?				✓

#### IX. LAND USE AND PLANNING

a.	PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?				✓
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Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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b.	CONFLICT WITH APPLICABLE LAND USE PLAN, POLICY OR REGULATION OF AN AGENCY WITH JURISDICTION OVER THE PROJECT (INCLUDING BUT NOT LIMITED TO THE GENERAL PLAN, SPECIFIC PLAN, COASTAL PROGRAM, OR ZONING ORDINANCE) ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT?		✓		
c.	CONFLICT WITH ANY APPLICABLE HABITAT CONSERVATION PLAN OR NATURAL COMMUNITY CONSERVATION PLAN?				✓
<b>X. MINERAL RESOURCES</b>					
a.	RESULT IN THE LOSS OF AVAILABILITY OF A KNOWN MINERAL RESOURCE THAT WOULD BE OF VALUE TO THE REGION AND THE RESIDENTS OF THE STATE?				✓
b.	RESULT IN THE LOSS OF AVAILABILITY OF A LOCALLY-IMPORTANT MINERAL RESOURCE RECOVERY SITE DELINEATED ON A LOCAL GENERAL PLAN, SPECIFIC PLAN, OR OTHER LAND USE PLAN?				✓
<b>XI. NOISE</b>					
a.	EXPOSURE OF PERSONS TO OR GENERATION OF NOISE IN LEVEL IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES?		✓		
b.	EXPOSURE OF PEOPLE TO OR GENERATION OF EXCESSIVE GROUND BORNE VIBRATION OR GROUND BORNE NOISE LEVELS?		✓		
c.	A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?			✓	
d.	A SUBSTANTIAL TEMPORARY OR PERIODIC INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?		✓		
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?				✓
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?				✓
<b>XII. POPULATION AND HOUSING</b>					
a.	INDUCE SUBSTANTIAL POPULATION GROWTH IN AN AREA EITHER DIRECTLY (FOR EXAMPLE, BY PROPOSING NEW HOMES AND BUSINESSES) OR INDIRECTLY (FOR EXAMPLE, THROUGH EXTENSION OF ROADS OR OTHER INFRASTRUCTURE)?			✓	
b.	DISPLACE SUBSTANTIAL NUMBERS OF EXISTING HOUSING NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?				✓
c.	DISPLACE SUBSTANTIAL NUMBERS OF PEOPLE NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?				✓
<b>XIII. PUBLIC SERVICES</b>					
a.	FIRE PROTECTION?		✓		
b.	POLICE PROTECTION?		✓		
c.	SCHOOLS?		✓		
d.	PARKS?			✓	
e.	OTHER GOVERNMENTAL SERVICES (INCLUDING ROADS)?			✓	
<b>XIV. RECREATION</b>					



Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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a.	WOULD THE PROJECT INCREASE THE USE OF EXISTING NEIGHBORHOOD AND REGIONAL PARKS OR OTHER RECREATIONAL FACILITIES SUCH THAT SUBSTANTIAL PHYSICAL DETERIORATION OF THE FACILITY WOULD OCCUR OR BE ACCELERATED?			✓	
b.	DOES THE PROJECT INCLUDE RECREATIONAL FACILITIES OR REQUIRE THE CONSTRUCTION OR EXPANSION OF RECREATIONAL FACILITIES WHICH MIGHT HAVE AN ADVERSE PHYSICAL EFFECT ON THE ENVIRONMENT?				✓

#### XV. TRANSPORTATION/CIRCULATION

a.	CAUSE AN INCREASE IN TRAFFIC WHICH IS SUBSTANTIAL IN RELATION TO THE EXISTING TRAFFIC LOAD AND CAPACITY OF THE STREET SYSTEM (I.E., RESULT IN A SUBSTANTIAL INCREASE IN EITHER THE NUMBER OF VEHICLE TRIPS, THE VOLUME TO RATIO CAPACITY ON ROADS, OR CONGESTION AT INTERSECTIONS)?			✓	
b.	EXCEED, EITHER INDIVIDUALLY OR CUMULATIVELY, A LEVEL OF SERVICE STANDARD ESTABLISHED BY THE COUNTY CONGESTION MANAGEMENT AGENCY FOR DESIGNATED ROADS OR HIGHWAYS?			✓	
c.	RESULT IN A CHANGE IN AIR TRAFFIC PATTERNS, INCLUDING EITHER AN INCREASE IN TRAFFIC LEVELS OR A CHANGE IN LOCATION THAT RESULTS IN SUBSTANTIAL SAFETY RISKS?				✓
d.	SUBSTANTIALLY INCREASE HAZARDS TO A DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT)?		✓		
e.	RESULT IN INADEQUATE EMERGENCY ACCESS?		✓		
f.	RESULT IN INADEQUATE PARKING CAPACITY?			✓	
g.	CONFLICT WITH ADOPTED POLICIES, PLANS, OR PROGRAMS SUPPORTING ALTERNATIVE TRANSPORTATION (E.G., BUS TURNOUTS, BICYCLE RACKS)?				✓

#### XVI. UTILITIES

a.	EXCEED WASTEWATER TREATMENT REQUIREMENTS OF THE APPLICABLE REGIONAL WATER QUALITY CONTROL BOARD?				✓
b.	REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW WATER OR WASTEWATER TREATMENT FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?			✓	
c.	REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW STORMWATER DRAINAGE FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?			✓	
d.	HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT FROM EXISTING ENTITLEMENTS AND RESOURCE, OR ARE NEW OR EXPANDED ENTITLEMENTS NEEDED?		✓		
e.	RESULT IN A DETERMINATION BY THE WASTEWATER TREATMENT PROVIDER WHICH SERVES OR MAY SERVE THE PROJECT THAT IT HAS ADEQUATE CAPACITY TO SERVE THE PROJECTS PROJECTED DEMAND IN ADDITION TO THE PROVIDERS			✓	
f.	BE SERVED BY A LANDFILL WITH SUFFICIENT PERMITTED CAPACITY TO ACCOMMODATE THE PROJECTS SOLID WASTE DISPOSAL NEEDS?		✓		
g.	COMPLY WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE?			✓	

#### XVII. MANDATORY FINDINGS OF SIGNIFICANCE

a.	DOES THE PROJECT HAVE THE POTENTIAL TO DEGRADE THE QUALITY OF THE ENVIRONMENT, SUBSTANTIALLY REDUCE THE HABITAT OF FISH OR WILDLIFE SPECIES, CAUSE A FISH OR WILDLIFE POPULATION TO DROP BELOW SELF-SUSTAINING LEVELS, THREATEN TO ELIMINATE A PLANT OR ANIMAL COMMUNITY, REDUCE THE NUMBER OR RESTRICT THE RANGE OF A RARE OR ENDANGERED PLANT OR ANIMAL OR ELIMINATE IMPORTANT EXAMPLES OF THE				✓
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Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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	MAJOR PERIODS OF CALIFORNIA HISTORY OR PREHISTORY?				
b.	DOES THE PROJECT HAVE IMPACTS WHICH ARE INDIVIDUALLY LIMITED, BUT CUMULATIVELY CONSIDERABLE? (CUMULATIVELY CONSIDERABLE MEANS THAT THE INCREMENTAL EFFECTS OF AN INDIVIDUAL PROJECT ARE CONSIDERABLE WHEN VIEWED IN CONNECTION WITH THE EFFECTS OF PAST PROJECTS, THE EFFECTS OF OTHER CURRENT PROJECTS, AND THE EFFECTS OF PROBABLE FUTURE PROJECTS).			✓	
c.	DOES THE PROJECT HAVE ENVIRONMENTAL EFFECTS WHICH CAUSE SUBSTANTIAL ADVERSE EFFECTS ON HUMAN BEINGS, EITHER DIRECTLY OR INDIRECTLY?			✓	

## DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets if necessary)

The Environmental Impact Assessment includes the use of official City of Los Angeles and other government source reference materials related to various environmental impact categories (e.g., Hydrology, Air Quality, Biology, Cultural Resources, etc.). The State of California, Department of Conservation, Division of Mines and Geology - Seismic Hazard Maps and reports, are used to identify potential future significant seismic events; including probable magnitudes, liquefaction, and landslide hazards. Based on applicant information provided in the Master Land Use Application and Environmental Assessment Form, impact evaluations were based on stated facts contained therein, including but not limited to, reference materials indicated above, field investigation of the project site, and any other reliable reference materials known at the time.

Project specific impacts were evaluated based on all relevant facts indicated in the Environmental Assessment Form and expressed through the applicant's project description and supportive materials. Both the Initial Study Checklist and Checklist Explanations, in conjunction with the City of Los Angeles's Adopted Thresholds Guide and CEQA Guidelines, were used to reach reasonable conclusions on environmental impacts as mandated under the California Environmental Quality Act (CEQA).

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as **ENV-2009-1950-MND** and the associated case(s), **DIR-2009-1949-DB**. Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impact(s) on the environment (after mitigation) will not:

- Substantially degrade environmental quality.
- Substantially reduce fish or wildlife habitat.
- Cause a fish or wildlife habitat to drop below self sustaining levels.
- Threaten to eliminate a plant or animal community.
- Reduce number, or restrict range of a rare, threatened, or endangered species.
- Eliminate important examples of major periods of California history or prehistory.
- Achieve short-term goals to the disadvantage of long-term goals.
- Result in environmental effects that are individually limited but cumulatively considerable.
- Result in environmental effects that will cause substantial adverse effects on human beings.

### ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the EIR Unit, Room 763, City Hall.

For City information, addresses and phone numbers: visit the City's website at <http://www.lacity.org> ; City Planning - and Zoning Information Mapping Automated System (ZIMAS) [cityplanning.lacity.org/](http://cityplanning.lacity.org/) or EIR Unit, City Hall, 200 N Spring Street, Room 763. Seismic Hazard Maps - <http://gmw.consrv.ca.gov/shmp/> Engineering/Infrastructure/Topographic Maps/Parcel Information - <http://boemaps.eng.ci.la.ca.us/index01.htm> or City's main website under the heading "Navigate LA".

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:
JONATHAN HERSHEY	City Planning Associate	(213) 978-1349	07/30/2009

Impact?	Explanation	Mitigation Measures
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## APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

<b>I. AESTHETICS</b>			
a.	NO IMPACT	The property is not located in an area having protected or desirable scenic vistas.	
b.	NO IMPACT	The property is not located within or adjacent to a designated scenic highway.	
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project will result in the development of a 5-story residential building on a lot presently utilized for surface parking. The project will impact the character and quality of the site.	I b2, I b4 A landscape plan is required to be submitted for review and approval; the property is required to be maintained free from graffiti, litter, trash and debris.
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project will result in the development of a 5-story residential building on a lot presently utilized for surface parking. The project will add to existing nighttime ambient light.	I c1 Exterior light sources are required to be shielded from view.
<b>II. AGRICULTURAL RESOURCES</b>			
a.	NO IMPACT	The property is not located on lands designated as prime, unique or important farmlands.	
b.	NO IMPACT	The property is zoned for residential development, and is not encumbered by a Williamson Act contract.	
c.	NO IMPACT	The project proposes an urban in-fill; the project has no impact on the conversion of farmlands into non-agricultural uses.	
<b>III. AIR QUALITY</b>			
a.	LESS THAN SIGNIFICANT IMPACT	Routine excavation and construction activities will result in the generation of air pollution; however, amounts generated do not obstruct implementation of air quality or congestion management plans.	
b.	LESS THAN SIGNIFICANT IMPACT	Routine excavation and construction activities will result in the generation of air pollution; however, anticipated amounts do not meet or exceed guideline thresholds of significance for adverse impact.	
c.	LESS THAN SIGNIFICANT IMPACT	Routine excavation and construction activities will result in the generation of air pollution; however, anticipated amounts do not meet or exceed guideline thresholds of significance for adverse impact. In addition, compliance with measure VI b2 further reduces the potential impact.	

Impact?	Explanation	Mitigation Measures
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d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The property is located within the Los Angeles Air Basin, which is considered non-attainment for ambient airborne concentrations of particulate matter. The project proposes to locate a sensitive receptor use in an area having diminished ambient air quality.	III d1 An air filtration system is required to be incorporated into the project.
e.	LESS THAN SIGNIFICANT IMPACT	The project will result in the use and maintenance of	

#### IV. BIOLOGICAL RESOURCES

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project will result in the removal of several existing palm trees. Removal of the trees may impact nesting birds.	IV d Tree removal is prohibited while nesting or fledging birds are present.
b.	NO IMPACT	The property is located in a highly urbanized area, is entirely developed as a surface parking lot, and contains no riparian or other sensitive natural community.	
c.	NO IMPACT	The property is located in a highly urbanized area, is entirely developed as a surface parking lot, and contains no wetlands.	
d.	NO IMPACT	The property is located in a highly urbanized area, is entirely developed as a surface parking lot, and contains no wildlife corridor or habitat utilized as a nursery.	
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project will result in the removal of several existing palm trees.	IV f All significant non-protected trees are required to be replaced.
f.	NO IMPACT	The property is located in a highly urbanized area, is entirely developed as a surface parking lot, and is not located within an adopted habitat or natural community conservation plan area.	

#### V. CULTURAL RESOURCES

a.	NO IMPACT	The property contains no historic or cultural resource, nor would the project impact any off-site historic or cultural resource.	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project proposes excavation activities which may uncover unknown archaeological resources.	V b Discovery of unknown resources requires cessation of work and professional evaluation of the find prior to re-commencement.
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project proposes excavation activities which may uncover unknown paleontological resources.	V c Discovery of unknown resources requires cessation of work and professional evaluation of the find prior to re-commencement.
d.	NO IMPACT	The property is not located within, adjacent to, or within proximity to known human interment sites.	

Impact?	Explanation	Mitigation Measures
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#### VI. GEOLOGY AND SOILS

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The property is located in the Southern California region, which is crossed by many active faults. While the property is not located within an Alquist-Priolo study area, the property is located approximately 0.71 kilometers from the nearest known fault.	Impacts associated with proximity to a known fault are reduced to a less than significant level through compliance with measure VI aii.
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The property is located approximately 0.71 kilometers from the nearest known fault.	VI aii The project is required to observe stricter construction standards.
c.	NO IMPACT	The property is not located in an area identified as at-risk for liquefaction.	
d.	NO IMPACT	The property is not located in an area identified as at-risk for landslide.	
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project proposes excavation and export of soil from the property.	VI b2 The project is required to comply with standard construction- and excavation-related impact mitigation measures.
f.	NO IMPACT	The property is not located in an area identified as at-risk for hillside or geologic destabilization..	
g.	NO IMPACT	The property is not located in an area identified as at-risk for expansive soils.	
h.	NO IMPACT	The project is required to provide a connection to the existing municipal sanitary sewer system.	

#### VII. HAZARDS AND HAZARDOUS MATERIALS

a.	NO IMPACT	The project proposes the routine construction of a multi-family residential building; the project proposes no use or activity requiring the routine transport, use or disposal of hazardous materials.	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The property is located within the Buffer Zone of a known Methane Hazard Site.	VII b2 The project is required to incorporate standard monitoring and ventilation into the building design.
c.	NO IMPACT	The project proposes the routine construction of a multi-family residential building; the project proposes no use or activity requiring the routine transport, use or disposal of hazardous materials.	
d.	NO IMPACT	The property is not listed on any database of hazardous materials sites.	
e.	NO IMPACT	The property is not located within, adjacent to, or within proximity to an airport land use plan.	
f.	NO IMPACT	The property is not located within, adjacent to, or within proximity to private airstrip.	

Impact?	Explanation	Mitigation Measures
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g.	NO IMPACT	The project proposes the routine construction, use and maintenance of a multi-family residential building in a highly urbanized area, surrounded by similar development and uses; the project has no impact on the implementation of emergency response or evacuation plans.	
h.	NO IMPACT	The property is located in a highly urbanized area with no interface with wildland areas.	

#### VIII. HYDROLOGY AND WATER QUALITY

a.	NO IMPACT	The project proposes the routine construction, use and maintenance of a multi-family residential building; the project is required to dispose of all wastewater into the municipal wastewater system, which is then regionally treated prior to discharge.	
b.	NO IMPACT	The property is presently entirely developed as an asphalt parking lot. The proposed project would not result in any greater degree of lot coverage, and thus, result in no impact on groundwater recharge from existing conditions.	
c.	NO IMPACT	The property is level, with all stormwater flows directed onto the adjacent public right-of-way, which is improved with stormwater gutters; the property contains no watercourses. The project would not result in a change in the flow of stormwater across the property which would result in siltation on- or off-site.	
d.	NO IMPACT	The property is level, with all stormwater flows directed onto the adjacent public right-of-way, which is improved with stormwater gutters; the property contains no watercourses. The project would not result in a change in the flow of stormwater across the property which would result in flooding on- or off-site.	
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project will result in polluted stormwater runoff.	VIII c2 The project is required to incorporate standard urban stormwater runoff mitigation measures.
f.	NO IMPACT		
g.	NO IMPACT	The property is located within Flood Zone C, areas outside the 500-year flood zone.	
h.	NO IMPACT	The property is located within Flood Zone C, areas outside the 500-year flood zone.	
i.	NO IMPACT	The property is not located in an area identified as at-risk for flooding due to failure of a dam or levee.	

Impact?	Explanation	Mitigation Measures
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j.	NO IMPACT	The property is not located in an area identified as at-risk for inundation due to tsunami, seiche, or mudflow.	
<b>IX. LAND USE AND PLANNING</b>			
a.	NO IMPACT	The project is proposed on an existing lot within a highly urbanized area; the project does not result in any physical division of an existing community.	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project will result in greenhouse gas emissions through use of routine construction materials.	IX 0 The project is required to minimize use of volatile organic chemical-containing products in the construction of the project.
c.	NO IMPACT	The property is not located within any adopted habitat or natural community conservation plan area.	
<b>X. MINERAL RESOURCES</b>			
a.	NO IMPACT	The property is not located within, nor provides exclusive access to, any area identified as having mineral resources of statewide or regional importance.	
b.	NO IMPACT	The property is not located within, nor provides exclusive access to, any area identified as having mineral resources of local importance.	
<b>XI. NOISE</b>			
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project proposes the routine construction of a multi-family residential building; the project will result in short-term noise impacts during demolition of the existing parking lot, excavation, and construction.	Short-term noise impacts are reduced to a less than significant level through compliance with measure VI b2.
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project proposes the routine construction of a multi-family residential building; the project will result in short-term groundborne noise and/or vibration impacts during demolition of the existing parking lot, excavation, and construction.	Short-term groundborne noise and vibration impacts are reduced to a less than significant level through compliance with measure VI b2.
c.	LESS THAN SIGNIFICANT IMPACT	The project proposes the routine construction, use and maintenance of a multi-family residential building. Anticipated permanent ambient noise increases over the existing parking lot use will not meet or exceed guideline thresholds of significance for adverse impact.	



Impact?	Explanation	Mitigation Measures
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d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project proposes the routine construction of a multi-family residential building; the project will result in short-term noise impacts during demolition of the existing parking lot, excavation, and construction. Acute noise impacts associated with the ingress and egress of vehicles from the underground parking level may result in noise impacts.	XI a2 Parking ramps are required to have a non-squeal finish to minimize excessive tire squeal noise impacts.
e.	NO IMPACT	The property is not located within, adjacent to, or within proximity to an airport land use plan.	
f.	NO IMPACT	The property is not located within, adjacent to, or within proximity to private airstrip.	

## XII. POPULATION AND HOUSING

a.	LESS THAN SIGNIFICANT IMPACT	The project will result in a net increase of 35 dwelling units, including 7 units above that anticipated by the zone; however, this increase does not meet or exceed guideline thresholds of significance for adverse impacts associated with population growth.	
b.	NO IMPACT	The property is presently developed and utilized as a surface parking lot; there are no housing units that would be displaced as a result of the project.	
c.	NO IMPACT	The property is presently developed and utilized as a surface parking lot; there is no residing or affected population that would be displaced as a result of the project.	

## XIII. PUBLIC SERVICES

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project proposes a net increase of 35 dwelling units for seniors; the project will result in increased demand for Fire Department services.	XIII a Project plans are required to be submitted to the Fire Department for review and approval.
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project proposes a net increase of 35 dwelling units for seniors; the project will result in increased demand for Police Department service.	XIII b1 The applicant is required to collaborate with the Police Department to incorporate design features that will minimize the potential for increased police service demand.
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project proposes a net increase of 35 dwelling units; the project will result in increased demand for public school service.	XIII c1 The applicant is required to pay an appropriate fee to offset increased service demand.
d.	LESS THAN SIGNIFICANT IMPACT	The project proposes a net increase of 35 dwelling units for seniors; the project has a less than significant impact on the demand for public park service.	

Impact?	Explanation	Mitigation Measures
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e.	LESS THAN SIGNIFICANT IMPACT	The project proposes a net increase of 35 dwelling units for seniors; the project will result in increased service demand for other public services, but such increase is anticipated to be less than significant.	
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#### XIV. RECREATION

a.	LESS THAN SIGNIFICANT IMPACT	The project proposes a net increase of 35 dwelling units for seniors; the project has a less than significant impact on the demand for public recreational facility service.	
b.	NO IMPACT	The project proposes no recreational facility resulting in any environmental impact.	

#### XV. TRANSPORTATION/CIRCULATION

a.	LESS THAN SIGNIFICANT IMPACT	The project proposes the routine construction of a 35-unit multi-family residential building on property presently utilized as a surface parking lot. The project will result in increased traffic, however, such increase is not anticipated to meet or exceed guideline thresholds of significance for adverse impact on the load and capacity of the existing street system.	
b.	LESS THAN SIGNIFICANT IMPACT	The project proposes the routine construction of a 35-unit multi-family residential building on property presently utilized as a surface parking lot. The project will result in increased traffic, however, such increase is not anticipated to meet or exceed guideline thresholds of significance for adverse impact on the level of service at affected street intersections.	
c.	NO IMPACT	The project proposes the routine construction of a 35-unit multi-family residential building on property presently utilized as a surface parking lot. The 5-story building, located in highly urbanized area surrounded by other multi-storied development, has no impact on air traffic patterns.	
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed project may not have adequate emergency access.	XV d Project plans are required to be submitted to the Bureau of Engineering and the Department of Transportation for review and approval.

Impact?	Explanation	Mitigation Measures
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project may have incorporated a hazardous design in the proposed access to the Kingsley Drive public right-of-way and/or internal vehicle circulation.
		XV e Project plans are required to be submitted to the Bureau of Engineering and the Department of Transportation for review and approval.
f.	LESS THAN SIGNIFICANT IMPACT	The project proposes the routine construction of a 35-unit multi-family residential building for seniors, providing a total of 21 parking stalls. The project proposes all municipal code-required parking for the proposed use.
g.	NO IMPACT	The project is not located in an area that requires consideration of alternative transportation amenities.
<b>XVI. UTILITIES</b>		
a.	NO IMPACT	The project proposes a net increase of 35 dwelling units for seniors; the project is otherwise required to dispose of all wastewater into the municipal sanitary sewer system, where all effluent is regionally treated.
b.	LESS THAN SIGNIFICANT IMPACT	The project proposes a net increase of 35 dwelling units for seniors, resulting in increased water demand and wastewater generation. However, anticipated increases do not meet or exceed guideline thresholds of significance for adverse impact on existing facilities which would required the addition or expansion of those facilities.
c.	LESS THAN SIGNIFICANT IMPACT	The project proposes a net increase of 35 dwelling units for seniors on a lot presently developed and utilized as a surface parking lot. The project is not anticipated to generate additional stormwater runoff flows, therefore, the project has a less than significant impact on existing stormwater infrastructure.
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project will result in increased water demand.
		XVI d The project is required to incorporate enhanced water conservation measures.
e.	LESS THAN SIGNIFICANT IMPACT	The project proposes the routine construction, use and maintenance of a 35-unit multi-family residential building on property presently utilized as a surface parking lot. The project will result in increased wastewater generation. However, the anticipated generation amount does not meet or exceed guideline thresholds of significance for potential adverse impact on existing wastewater treatment capacity. In addition, compliance with measure XVI d

Impact?	Explanation	Mitigation Measures
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		further reduces wastewater generated by the project.	
f.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	Routine demolition and construction activities will result in solid waste generation, impacting local landfill capacity.	XVI f The applicant is required to implement, utilize and maintain a demolition and construction waste recycling program.
g.	LESS THAN SIGNIFICANT IMPACT	Routine construction, use, and maintenance of the project will result in the generation of solid wastes; however, such wastes are minimized through compliance with measure XVI f, and remaining wastes are required to be disposed of at regulated, licensed, and monitored sanitary landfills.	

#### XVII. MANDATORY FINDINGS OF SIGNIFICANCE

a.	NO IMPACT	The project results in no significant impacts to wildlife habitats or sensitive natural communities.	
b.	LESS THAN SIGNIFICANT IMPACT	Project impacts associated with greenhouse gas emissions and increased water demand are cumulatively significant; however, compliance with recommended mitigation measures reduces those impacts to less than significant levels.	
c.	LESS THAN SIGNIFICANT IMPACT	Project impacts associated with greenhouse gas emissions would indirectly result in a cumulatively negative impact on human beings; however, project-related impacts are considered less than significant, with less than significant cumulative effects; further, measures have been incorporated to minimize the project's impact.	

Recording requested by and mail to:

Name: LTSC Community Development Corporation  
Address: Attn: Takao Suzuki  
231 East Third St Suite G106  
Los Angeles, CA 90013

12/11/2012



\*\*\*\*\*Space Above This Line For Recorder's Use\*\*\*\*\*

### MASTER COVENANT AND AGREEMENT

The undersigned hereby certifies I am (we are) the owner(s) of the hereinafter legally described real property located in the City of Los Angeles, County of Los Angeles, State of California (please give the legal description):

APN: 5503-024-004 (SEE ATTACHED EXHIBIT "A")

Site Address 540-542 S. Kingsley Dr., Los Angeles, CA 90020

That in consideration of the approval of Case No. DIR-2009-1949-DB by the City Planning Department, I (we) do hereby promise, covenant and agree to and with the City of Los Angeles and the City Planning Department of said City that to the extent of our interest, I (we) acknowledge and will comply with Condition Nos. 1 through 37 (see attached).

This covenant and agreement shall run with the land and shall be binding upon any future owners, encumbrancers, their successors, heirs or assigns and shall continue in effect until the City Planning Department of the City of Los Angeles approves its termination.

*See Attachment A ; see Exhibit B*

by LTSC Community Development Corporation  
DEAN MATSUBAYASHI, EXECUTIVE DIRECTOR

(Print Name of Property Owner)

(Print Name of Property Owner)

(Signature of Property Owner)

(Signature of Property Owner)

Dated this 5th day of December 2012.

\*\*\*\*\*Space Below This Line For Notary's Use\*\*\*\*\*

### ALL-PURPOSE ACKNOWLEDGMENT

State of California

County of Los Angeles

On December 5, 2012 before me, Sharon J. Escamilla, notary public  
(Insert Name of Notary Public and Title)

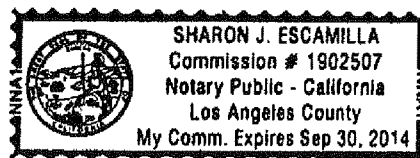
personally appeared Dean Matsubayashi, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf on which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Sharon J. Escamilla  
Signature

(Seal)



Case No. DIR 2009-1949 (DB)

Condition No(s). 1-37

Approved for recording by A. PEREZ  
(Department of City Planning)

Date: 12-7-12

**EXHIBIT "A"**

All that certain real property situated in the County of Los Angeles, State of California, described as follows:

Lot 14, Wellington Place Tract, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 9 Page 80 of Maps, in the Office of the County Recorder of said County.

Assessor's Parcel Number: **5503-024-004**

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## MITIGATION MONITORING AND REPORTING PROGRAM

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### INTRODUCTION

Section 21086.6 of the California Public Resources Code requires that public agencies approving a project with a Mitigated Negative Declaration (MND) adopt a Mitigation Monitoring and Reporting Program (MMRP) for that project. The purpose of the MMRP is to ensure that the mitigation measures identified in the MND to eliminate the potentially significant environmental effects of the project are properly carried out. In its findings concerning the environmental effects of a project for which an MND was prepared, a Lead Agency must also include a finding that an MMRP has been prepared and provides a satisfactory program that would ensure avoidance or sufficient reduction of the significant effects of the proposed project. The City of Los Angeles is the Lead Agency for the LDK Senior Apartments Project (proposed project), located at 540 S. Kingsley Drive. The Little Tokyo Service Center (LTSC) Community Development Corporation is the Applicant for the proposed project.

### 540 SOUTH KINGSLEY DRIVE SENIOR HOUSING PROJECT MITIGATION MONITORING AND REPORTING PLAN

As shown on the following pages, each required mitigation measure for the proposed project is listed and categorized by impact area, with accompanying discussion of:

- Timing/phase, or when the mitigation measure shall be implemented and monitored. These phases include:
  - Pre-Construction, including the design phase
  - Construction
  - Post-construction
- Responsible Party, or who would be responsible for implementing the mitigation measure
- Enforcement Party, or the agency responsible for enforcing the mitigation measure.
- The Monitoring Party, or the agency to which reports involving feasibility, compliance, implementation, and development are made.

The MMRP for the proposed project will be enforced throughout all phases of the proposed project. The City's existing planning, engineering, and building and safety review and inspection processes will be used as the basic foundation for the MMRP procedures and will also serve to provide the documentation for the reporting program. All enforcement parties identified below are departments of the City of Los Angeles unless otherwise specified. This MMRP includes the numbering system of the mitigation measures found in the MND document and its corresponding number in the Conditions of Approval document (DIR-2009-1949-DB).

## AESTHETICS

### ENV#/DIR#

#### **I.b.2/9**

Responsible Party shall make provisions for all open areas not used for buildings, driveways, parking, areas, recreational facilities or walks to be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker.

Timing/Phasing: Pre-Construction and Construction  
Responsible Party: LTSC Community Development Corporation  
Enforcement Party: Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

#### **I.b.4/10**

Responsible Party shall make provisions for every building, structure, or portion thereof, to be maintained in a safe and sanitary condition and good repair, and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to the Los Angeles Municipal Code (LAMC) Section 91.8104. Furthermore, the exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a public street or alley, pursuant to LAMC Section 91.8104.15.

Timing/Phasing: Construction and Post-Construction  
Responsible Party: LTSC Community Development Corporation  
Enforcement Party: Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

#### **I.c.1/11**

Responsible Party shall design and install outdoor lighting with shielding, so that the light source cannot be seen from adjacent residential properties.

Timing/Phasing: Pre-Construction  
Responsible Party: LTSC Community Development Corporation  
Enforcement Party: Department of City Planning/Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

## AIR POLLUTION AND AIR QUALITY

### ENV#/DIR#

#### **III.d1/12**

The Responsible Party shall install and maintain air filters capable of achieving ASHRAE Standard 52.2 Minimum Efficiency Rating Value (MERV) of at least 11 or better in order to reduce the effects of diminished air quality on future occupants.

Timing/Phasing: Construction and Post-Construction  
Responsible Party: LTSC Community Development Corporation  
Enforcement Party: Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

## WILDLIFE CORRIDOR

### ENV#/DIR#



**IV.d/13**

The Responsible Party shall make provisions such that project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1-August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86). If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat the applicant shall:

- (i) arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat on abutting properties, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
- (ii) If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of the suitable nesting habitat (within 500 feet for suitable raptor nesting habitat) until August 31.
- (iii) Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
- (iv) The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds.

Timing/Phasing:	Construction
Responsible Party:	LTSC Community Development Corporation
Enforcement Party:	CA Department of Fish and Game
Monitoring Party:	LTSC Community Development Corporation

**TREE REMOVAL (NON-PROTECTED TREES)**

**ENV#/DIR#**  
**IV.f/14**

The Responsible Party shall provide for all significant trees (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) on the site proposed for removal be replaced at a 1:1 Ratio with a minimum 24-inch box tree. Furthermore, a landscape plan shall be prepared, indicating the location of all replacement trees, to the satisfaction of the decision-maker. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements. Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works Urban Forestry Division (213-485-5675). All trees in the public

right-of-way shall be provided per the current standards of the Urban Forestry Division of the Department of Public Works, Bureau of Street Services.

Timing/Phasing:	Pre-Construction and Construction
Responsible Party:	LTSC Community Development Corporation
Enforcement Party:	Department of Public Works, Bureau of Street Services
Monitoring Party:	LTSC Community Development Corporation

## CULTURAL RESOURCES

### ENV#/DIR# V.b / 15

The Responsible Party shall provide that if any archaeological materials are encountered during the course of the project development, the project shall be halted. The services of an archaeologist shall be secured by contacting the Center for Public Archaeology – Cal State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist to assess the resources and evaluate the impact. Copies of the archaeological survey, study, or report shall be submitted to the UCLA Archaeological Information Center. A covenant and agreement shall be recorded prior to obtaining a grading permit.

In the event that human remains are discovered during excavation activities, the following procedures shall be observed:

Stop immediately and contact the County Coroner at 1104 N Mission Road, Los Angeles, CA 90033, (323)343-0512 (8am to 5pm Monday through Friday) or (323)343-0714 (After Hours, Saturday, Sunday, and Holidays)

The coroner has two working days to examine human remains after being notified by the responsible party. If the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission.

The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendent of the deceased Native American.

The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods. If the descendent does not make recommendations within 58 hours the owner shall reinter the remains in an area of the property secure from further disturbance, or if the owner does not accept the descendant's recommendations, the owner or the descendant may request mediation by the Native American Heritage Commission.

Timing/Phasing:	Construction
Responsible Party:	LTSC Community Development Corporation
Enforcement Party:	Department of City Planning
Monitoring Party:	LTSC Community Development Corporation

## CULTURAL RESOURCES

### ENV#/DIR# V.c / 16.a,b,c,d

If any paleontological materials are encountered during the course of the project development, the project shall be halted. The services of an archaeologist shall be secured by contacting the Center for Public Paleontology – USC, UCLA, Cal

State Long Beach, or the Los Angeles County Natural History Museum to assess the resources and evaluate the impact. Copies of the paleontological survey, study, or report shall be submitted to the Los Angeles County Natural History Museum. A covenant and agreement shall be recorded prior to obtaining a grading permit.

Timing/Phasing: Construction  
Responsible Party: Construction Contractor and LTSC Community Development Corporation  
Enforcement Party: Department of City Planning  
Monitoring Party: LTSC Community Development Corporation

## SEISMIC

### ENV#/DIR#

#### VI.iii/17

The Responsible Party will ensure that the design and construction of the project conform to the Uniform Building Code seismic standards as approved by the Department of Building and Safety.

Timing/Phasing: Pre-Construction  
Responsible Party: LTSC Community Development Corporation  
Enforcement Party: Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

## EROSION/GRADING/SHORT-TERM CONSTRUCTION IMPACTS

### ENV#/DIR#

#### VI.b.2/18a

All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction and temporary dust covers shall be used to reduce dust emissions and meet South Coast Air Quality Monitoring District (SCAQMD) Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.

Timing/Phasing: Construction  
Responsible Party: Construction Contractor  
Enforcement Party: SCAQMD  
Monitoring Party: LTSC Community Development Corporation

#### VI.b.2/18.b-d

The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind. All loads shall be secured by trimming, watering, or other appropriate means to prevent spillage and dust. All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.

Timing/Phasing: Construction  
Responsible Party: Construction Contractor  
Enforcement Party: SCAQMD  
Monitoring Party: LTSC Community Development Corporation

**VI.b.2/18.e** All clearing, grading, earth-moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 miles per hour), so as to prevent excessive amounts of dust.

Timing/Phasing: Construction  
Responsible Party: Construction Contractor  
Enforcement Party: SCAQMD  
Monitoring Party: LTSC Community Development Corporation

**VI.b.2/18.f** General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.

Timing/Phasing: Construction  
Responsible Party: Construction Contractor  
Enforcement Party: SCAQMD  
Monitoring Party: LTSC Community Development Corporation

## NOISE

### ENV#/DIR#

**VI.b.2/19.a** The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,474, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

Timing/Phasing: Construction and Post-Construction  
Responsible Party: Construction Contractor and LTSC Community Development Corporation  
Enforcement Party: Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

**VI.b.2/19.b** Construction and demolition shall be restricted to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday.

Timing/Phasing: Construction  
Responsible Party: Construction Contractor  
Enforcement Party: Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

**VI.b.2/19.c** Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

Timing/Phasing: Construction  
Responsible Party: Construction Contractor  
Enforcement Party: Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

**VI.b.2/19.d** The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

Timing/Phasing: Construction  
Responsible Party: Construction Contractor  
Enforcement Party: Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

**VI.b.2/19.e** The project shall comply with the Noise Insulation Standards of Title 24 of the California Code of Regulations, which insure an acceptable interior noise environment.

Timing/Phasing: Construction  
Responsible Party: Construction Contractor  
Enforcement Party: Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

## GENERAL CONSTRUCTION

### ENV#/DIR#

**VI.b.2/20.a** All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non-recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.

Timing/Phasing: Construction  
Responsible Party: Construction Contractor  
Enforcement Party: Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

**VI.b.2/20.b,c** Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on pavement surfaces that can be washed away into the storm drains. Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.

Timing/Phasing: Construction  
Responsible Party: Construction Contractor  
Enforcement Party: County of Los Angeles Fire Department, Department of Public Works, and Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

**VI.b.2/20.d** Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.

Timing/Phasing: Construction  
Responsible Party: Construction Contractor  
Enforcement Party: Department of Public Works, and Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

**VI.b.2/20.e** Gravel approaches shall be used where truck traffic is frequent to reduce soil compaction and the tracking of sediment into streets shall be limited.

Timing/Phasing: Construction  
Responsible Party: Construction Contractor  
Enforcement Party: Department of Public Works, and Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

**VI.b.2/20.f** All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.

Timing/Phasing: Construction and Post-Construction  
Responsible Party: Construction Contractor and LTSC Community Development Corporation  
Enforcement Party: Department of Public Works and Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

## **EXPLOSION/RELEASE**

### **ENV#/DIR#**

#### **VII.b2/21**

Responsible Party shall provide that residential buildings shall have adequate ventilation as defined by Section 91.7102 of the Municipal Code of a gas-detection system installed in the basement or on the lowest floor level on grade, and within the underfloor space in buildings with raised foundations.

Timing/Phasing: Pre-Construction  
Responsible Party: LTSC Community Development Corporation  
Enforcement Party: SCAQMD and Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

## **STORMWATER AND URBAN RUNOFF POLLUTION CONTROL**

### **ENV#/DIR#**

#### **VIII.c2/22.a**

Responsible Party shall abide by the instructions under Ordinance Nos. 172,176 and 173,494 (Stormwater and Urban Runoff Pollution Control), which require the application of Best Management Practices (BMPs). Responsible Party shall abide by the instructions under Chapter IX, Division 70 of the Municipal Code, which addresses grading, excavations, and fills. Responsible Party shall abide by the instructions under the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by the Los Angeles Regional Water Quality Control Board (A copy of the SUSMP can be downloaded at [www.swrcb.ca.gov/rwqcb4](http://www.swrcb.ca.gov/rwqcb4)).

Timing/Phasing: Construction  
Responsible Party: Construction Contractor  
Enforcement Party: Department of Public Works and Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

**VIII.c2/22.b**

Project applicants will implement stormwater Best Management Practices (BMPs) to treat and infiltrate the runoff from a storm event producing 0.75 inch of rainfall in a 24-hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.

Timing/Phasing: Construction  
Responsible Party: Construction Contractor  
Enforcement Party: Department of Public Works and Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

**VIII.c2/22.c**

The Responsible Party will design the project such that post-development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion.

Timing/Phasing: Pre-Construction  
Responsible Party: LTSC Community Development Corporation  
Enforcement Party: Department of Public Works and Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

**VIII.c2/22.d**

Responsible Party shall design a Landscape plan to maximize trees and other vegetation at each site by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.

Timing/Phasing: Pre-Construction  
Responsible Party: LTSC Community Development Corporation  
Enforcement Party: Department of Public Works and Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

**VIII.c2/22.e**

Responsible Party will obtain authorization from the Bureau of Sanitation for any connection to the sanitary sewer.

Timing/Phasing: Pre-Construction  
Responsible Party: LTSC Community Development Corporation  
Enforcement Party: Department of Public Works, Bureau of Sanitation  
Monitoring Party: LTSC Community Development Corporation

**VIII.c2/22.f**

Responsible Party shall reduce impervious surface area by using permeable pavement materials where appropriate, including: pervious concrete/asphalt, unit pavers (i.e. turf block), and granular materials (i.e. crushed aggregates, cobbles).

Timing/Phasing: Pre-Construction  
Responsible Party: LTSC Community Development Corporation

Enforcement Party: Department of Public Works and Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

**VIII.c2/22.g**

Responsible Party will install roof runoff systems where feasible. Runoff from rooftops is relatively clean, can provide groundwater recharge, and reduce excess runoff into storm drains.

Timing/Phasing: Pre-Construction  
Responsible Party: LTSC Community Development Corporation  
Enforcement Party: Department of Public Works and Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

**VIII.c2/22.h**

Responsible Party will promote natural vegetation by using parking islands and other landscaped areas.

Timing/Phasing: Pre-Construction/Construction  
Responsible Party: LTSC Community Development Corporation/Construction Contractor  
Enforcement Party: Department of Public Works and Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

**VIII.c2/24.i,j,k**

Responsible Party will paint messages that prohibit the dumping of improper materials into the storm drain system adjacent to storm drain inlets. Prefabricated stencils can be obtained from the Department of Public Works, Stormwater Management Division. All storm drain inlets and catch basins within the project shall be stenciled with prohibitive language (such as NO DUMPING – DRAINS TO OCEAN) and/or graphical icons to discourage illegal dumping. Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, shall be posted at public access points along channels and creeks within project area. Legibility of stencils and signs shall be maintained.

Timing/Phasing: Pre-Construction, Construction, and Post-Construction  
Responsible Party: LTSC Community Development Corporation  
Enforcement Party: Department of Public Works and Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

**VIII.c2/22.l-n**

Responsible Party will ensure that materials with the potential to contaminate stormwater shall be either (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs. The storage area must be paved and sufficiently impervious to contain leaks and spills. The storage area must also have a roof or awning to minimize collection of stormwater within the secondary containment area.

Timing/Phasing: Pre-Construction and Construction  
Responsible Party: LTSC Community Development Corporation and Construction Contractor



Enforcement Party: Departments of Public Works and Department of  
Building and Safety  
Monitoring Party: LTSC Community Development Corporation

**VIII.c2/22.o**

Responsible Party shall design an efficient irrigation system to minimize runoff including: drip irrigation for shrubs to limit excessive spray; shutoff devices to prevent irrigation after significant precipitation; and flow reducers.

Timing/Phasing: Pre-Construction  
Responsible Party: LTSC Community Development Corporation  
Enforcement Party: Department of Public Works and Department of  
Building and Safety  
Monitoring Party: LTSC Community Development Corporation

**VIII.c2/22.p**

Responsible Party shall prepare and execute a covenant an agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post-construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturer's instructions.

Timing/Phasing: Pre-Construction  
Responsible Party: LTSC Community Development Corporation  
Enforcement Party: Department of City Planning/Building and Safety  
Monitoring Party: LTSC Community Development Corporation

**GREENHOUSE GAS EMISSIONS**

**IX.0/ N/A**

Responsible party shall utilize only low- and non-VOC containing paints, sealants, adhesives, and solvents in the construction of the project.

Timing/Phasing: Construction  
Responsible Party: LTSC Community Development Corporation  
Enforcement Party: Department of City Planning/Building and Safety  
Monitoring Party: LTSC Community Development Corporation

**INCREASED NOISE LEVELS**

**XL.a2/ 23**

Responsible Party will utilize concrete, not metal, for construction of parking ramps. Interior ramps shall be textured to prevent tire squeal at turning areas. Parking lots located adjacent to residential buildings shall have a solid decorative wall adjacent to the residential.

Timing/Phasing: Construction  
Responsible Party: LTSC Community Development Corporation  
Enforcement Party: Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

## PUBLIC SERVICES AND SAFETY

### XIII.a/24

Responsible Party will submit a plot plan for approval by the Fire Department either prior to the recordation of a final map or approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

Timing/Phasing: Pre-Construction  
Responsible Party: LTSC Community Development Corporation  
Enforcement Party: Los Angeles Fire Department  
Monitoring Party: LTSC Community Development Corporation

### XIII.b1/25

Responsible Party shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of high concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to Design Out Crime Guidelines: Crime Prevention Through Environmental Design published by the Los Angeles Police Department's Crime Prevention Section (located at Parker center, 150 N. Los Angeles Street, Room 818, Los Angeles, (213)485-3134. These measures shall be approved by the Police Department prior to the issuance of building permits.

Timing/Phasing: Pre-Construction  
Responsible Party: LTSC Community Development Corporation  
Enforcement Party: Los Angeles Police Department  
Monitoring Party: LTSC Community Development Corporation

### XIII.c1/26

The Responsible Party shall pay school fees to the Los Angeles Unified School District (LAUSD) to offset the impact of additional student enrollment at schools serving the project area.

Timing/Phasing: Pre-Construction  
Responsible Party: LTSC Community Development Corporation  
Enforcement Party: Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

## SAFETY HAZARDS

### XV.D/27

Responsible party shall submit a parking and driveway plan that incorporates design features that reduce accidents, to the Bureau of Engineering and the Department of Transportation for approval. Prior to plan check submittal to LADBS, submit a site and/or driveway plan, scaled at least 1-inch = 40 feet, to: LADOT Construction Services Center, 201 N Figueroa Street, #400 (Counter No 3), Los Angeles, 90012. Two-way driveways shall be designed 30 feet wide and one-way driveway shall be 16 feet wide, exclusive of side slopes. A minimum

20-foot reservoir space (property line to gate/first parking stall) at all entrances to lots with up to 100 spaces; minimum 40-foot reservoir is required for lots with 101 to 300 spaces. Street improvements required per LAMC 12.37-A must be cleared by the Bureau of Engineering prior to issuance of LADOT project approval.

Timing/Phasing: Pre-Construction  
Responsible Party: LTSC Community Development Corporation  
Enforcement Party: Bureau of Engineering/Department of Transportation  
Monitoring Party: LTSC Community Development Corporation

#### INADEQUATE EMERGENCY ACCESS

**XV.e/29** Responsible party shall submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation for approval that provides code-required emergency access.

Timing/Phasing: Pre-Construction  
Responsible Party: LTSC Community Development Corporation  
Enforcement Party: Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

#### UTILITIES

**XV.d/29.a** Responsible party shall provide that the project comply with Ordinance No. 170.978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g. use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler system to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during rainy season).

Timing/Phasing: Pre-Construction, Construction, and Post-Construction  
Responsible Party: LTSC Community Development Corporation  
Enforcement Party: Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

**XV.d/29.b** If conditions dictate, the Department of Water and Power may postpone new water connections for this project until water supply capacity is adequate.

Timing/Phasing: Pre-Construction  
Responsible Party: LTSC Community Development Corporation  
Enforcement Party: Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

**XV.d/29.c** Unless otherwise required, and to the satisfaction of the Department of Building and Safety, the responsible party shall install high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as

appropriate. Rebates may be offered through the Los Angeles Department of Water and Power to offset portions of the costs of these installations.

Timing/Phasing: Construction  
Responsible Party: LTSC Community Development Corporation  
Enforcement Party: Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

**XV.d/29.d**

Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.)

Timing/Phasing: Pre-Construction  
Responsible Party: LTSC Community Development Corporation  
Enforcement Party: Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

**XV.d/29.e**

Unless otherwise required, and to the satisfaction of the Department of Building and Safety, the responsible party shall install a demand (tankless or instantaneous) water heater system sufficient to serve the anticipated needs of the dwelling(s), install no more than one showerhead per shower stall, having a flow rate no greater than 2.0 gallons per minute, install and utilize only high-efficiency clothes washers (water factor of 6.0 or less) in the project, if proposed to be provided in either individual units and/or in a common laundry room(s). If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the responsible party shall be responsible for ensuring compliance. Rebates may be offered through the Los Angeles Department of Water and Power to offset portions of the costs of these installations. Further, responsible party shall install and utilize only high-efficiency Energy Star rated dishwashers in the project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the responsible party shall be responsible for ensuring compliance.

Timing/Phasing: Construction and Post-Construction  
Responsible Party: LTSC Community Development Corporation  
Enforcement Party: Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

**XV.d/29.f**

In addition to the requirements of the Landscape Ordinance, the responsible party shall provide for a landscape plan which incorporates the following:

1. Weather-based irrigation controller with rain shutoff;
2. Matched precipitation (flow) rates for sprinkler heads;
3. Drip/microspray/subsurface irrigation where appropriate;
4. Minimum irrigation system distributed uniformity of 75 percent;
5. Proper hydro-zoning, turf minimization, and use of native/drought tolerant plant materials; and
6. Use of landscape contouring to minimize precipitation runoff;

7. A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for irrigated landscape areas totaling 5,000 sf and greater, to the satisfaction of the Department of Building and Safety.

Timing/Phasing: Pre-Construction  
Responsible Party: LTSC Community Development Corporation  
Enforcement Party: Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

**XVL.f/30**

Responsible Party shall provide recycling bins at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as part of the project's regular trash (solid waste) removal program. Prior to the issuance of any demolition or construction permit, the applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction-related wastes.

Timing/Phasing: Pre-Construction, Construction, and Post-Construction  
Responsible Party: LTSC Community Development Corporation  
Enforcement Party: Department of Public Works and Department of Building and Safety  
Monitoring Party: LTSC Community Development Corporation

DEPARTMENT OF  
CITY PLANNING  
200 N. SPRING STREET, ROOM 525  
LOS ANGELES, CA 90012-4801  
AND  
6262 VAN NUYS BLVD., SUITE 351  
VAN NUYS, CA 91401

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CALIFORNIA



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[www.planning.lacity.org](http://www.planning.lacity.org)

April 10, 2012

LDK Senior Apartments, L.P. (O)  
231 E. Third Street, Suite G106  
Los Angeles, CA 90013

Yoshiyuki Bill Watanabe (A)  
LTSC Community Development Corp.  
231 E. Third Street, Suite G106  
Los Angeles, CA 90013

Kei Nagao (R)  
LTSC Community Development Corp.  
231 E. Third Street, Suite G106  
Los Angeles, CA 90013

CASE NO. DIR-2009-1949-DB  
DENSITY BONUS COMPLIANCE REVIEW

CEQA:	ENV-2009-1950-MND
Location:	540 S. Kingsley Drive
Plan Area:	Wilshire
Plan Land Use:	High Medium Residential
Council District:	4- LaBonge
Neighborhood Council:	Wilshire Center - Koreatown
Zone:	R4-2
District Map:	135B193
Legal Description:	Tract: Wellington Place Tract, Block: None, Lot: 14

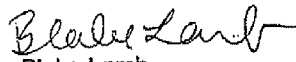
SUBJECT: TIME EXTENSION FOR A DIRECTOR'S DETERMINATION, DIR-2009-1949-DB

The approval of case number DIR-2008-1949-DB, for the construction of a 100% affordable senior citizen residential housing development, with a total 35 units, has been in effect since October 9, 2009. Per the Director's Determination Letter, this approval would terminate on October 9, 2011.


On October 4, 2011, the applicant filed a request for a one-year extension. However, further examination of code section 12.22 A.25 reveals that Density Bonus projects such as this case do not have an expiration date. As such, this project is subject to the following condition: all other use, height, and area regulations of the Municipal Code and all other applicable government/regulatory agencies shall be strictly complied with in the development and use of the property.

For further information you may contact Courtney Schoenwald, whose information is below.

By:

  
Blake Lamb  
City Planner, AICP

Prepared by:

  
Courtney Schoenwald  
Planning Assistant  
Phone: 213-978-1166  
Email: [courtney.schoenwald@lacity.org](mailto:courtney.schoenwald@lacity.org)

DEPARTMENT OF  
CITY PLANNING  
200 N. SPRING STREET, ROOM 525  
LOS ANGELES, CA 90012-4801  
—  
CITY PLANNING COMMISSION

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PRESIDENT

WILLIAM ROSCHEN  
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VICE-PRESIDENT

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Exhibit B

ANTONIO R. VILLARAIGOSA  
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**DENSITY BONUS  
DIRECTOR OF PLANNING  
CORRECTION LETTER**

October 8, 2009

LDK Senior Apartments, L.P. (O)  
231 E. Thirst Street, Suite G106  
Los Angeles, CA 90013

Yoshiyuki Bill Watanabe (A)  
LTSC Community Development Corp.  
231 E. Third Street, Suite G106  
Los Angeles, Ca 90013

Kei Nagao (R)  
LTSC Community Development Corp.  
231 E. Third Street, Suite G106  
Los Angeles, Ca 90013

**CASE NO. DIR-2009-1949-DB  
CORRECTION LETTER**

CEQA: ENV-2009-1950-MND

Location: 540 S. Kingsley Drive

Plan Area: Wilshire

Plan Land Use: High Medium Residential

Council District: 4

Neighborhood Council: Wilshire Center -  
Koreatown

Zone: R4-2

District Map: 135B193

Legal Description: Lot 14, Wellington  
Place Tract

**CORRECTION LETTER**

It has come to our attention that there was an error in the Mitigated Negative Declaration (ENV-2009-1950-MND) for Case Number DIR 2009-1949-DB. The mitigation measure in the Safety Hazards Section does not apply to a project of this size. Per Department of Transportation staff recommendations, Condition 27.c. in the determination letter should be eliminated.

~~c. Two way driveways shall be 30 feet wide and one way shall be 16 feet wide,  
exclusive of slopes.~~

In addition, may it be noted that the project is not subject to Site Plan Review approval, due to the fact that the net increase in new residential units is less than fifty (50). The header for the approval letter should not include the phrase "Site Plan Review".

Sincerely,

S. GAIL GOLDBERG  
Director of Planning

DI

By: Kevin J. Keller  
Kevin J. Keller  
Senior City Planner

Reviewed by:

Blake Lamb  
Blake Lamb  
City Planner

Prepared by:

Teresa L. Batson  
Teresa L. Batson  
Planning Assistant  
(213) 978-1209

Cc: Tanavoli Taimour, Los Angeles Department of Transportation  
Department of Building and Safety



DEPARTMENT OF  
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200 N. SPRING STREET, ROOM 525  
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AND  
6262 VAN NUYS BLVD., SUITE 351  
VAN NUYS, CA 91401

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**DENSITY BONUS AND SITE PLAN REVIEW  
DIRECTOR OF PLANNING  
DETERMINATION AND FINDINGS**

September 23, 2009

LDK Senior Apartments, L.P. (O)  
231 E. Thirst Street, Suite G106  
Los Angeles, CA 90013

Yoshiyuki Bill Watanabe (A)  
LTSC Community Development Corp.  
231 E. Third Street, Suite G106  
Los Angeles, Ca 90013

Kei Nagao (R)  
LTSC Community Development Corp.  
231 E. Third Street, Suite G106  
Los Angeles, Ca 90013

**CASE NO. DIR-2009-1949-DB**  
**DENSITY BONUS COMPLIANCE REVIEW**  
CEQA: ENV-2009-1950-MND  
Location: 540 S. Kingsley Drive  
Plan Area: Wilshire  
Plan Land Use: High Medium Residential  
Council District: 4  
Neighborhood Council: Wilshire Center -  
Koreatown  
Zone: R4-2  
District Map: 135B193  
Legal Description: Lot 14, Wellington Place  
Tract

Pursuant to Los Angeles Municipal Code Section 12.22 A.25, as the designee of the Director of Planning, I hereby:

**Conditionally Approve a Density Bonus Compliance Review** to allow the construction of a 100% affordable senior citizen residential housing development. The project will provide a total of 35 units, including one (1) on-site manager's unit, and 21 subterranean parking spaces on an approximately 11,250 square foot vacant lot in the R4-2 Zone. The project will be 5 stories tall with the following two incentives or concessions for a project that reserves at least 20% of total units for Low Income Senior Citizen households, as defined by Ordinance 179681:

- a. Open Space: A 20% decrease in the required open space to allow 2,800 square feet in lieu of the required 3,500 square feet.
- b. Yards: A 20% decrease in the front yard setback to allow 12 feet in lieu of the required 15 feet.

**Adopt** the attached Findings and Conditions of Approval, including the environmental findings.

**Adopt** Mitigated Negative Declaration, ENV-2009-1950-MND

This Density Bonus Compliance Review approval is subject to the following additional terms and conditions:

### **CONDITIONS OF APPROVAL**

Approval of the subject development project is made with the following Terms and Conditions imposed, in order to ensure compliance with applicable requirements of the State Government Code Section 65915 (State Density Bonus Program), and the promotion of development compatible with existing and future development of neighboring properties.

#### **A. ENTITLEMENT CONDITIONS**

1. **Site Plan.** The subject property shall be developed as shown on the submitted Site Plan, Landscape Plans, and Elevations labeled **EXHIBIT A**, dated September 23, 2009. A revised set of plans labeled **EXHIBIT B** that incorporate a widened driveway as conditioned in the listed Environmental Condition #27 shall be submitted to the Planning Department prior to the issuance of building permits.

The applicant shall submit a detailed final landscape plan which follows the Landscape Ordinance and provides that the landscaping for the Housing Development Project is sufficient to qualify for the number of landscape points equivalent to 10% more than otherwise required by Section 12.40 of this Code and Landscape Ordinance Guidelines "O", as part of the final plans for review and approval by the City Planning Department.

Minor deviations may be allowed in order to comply with provisions of the Municipal Code, the subject conditions and the intent of the subject permit authorization.

2. **Use.** The main use of the subject property shall be limited to a 34-unit affordable senior residential building and one on-site manager's unit. Accessory uses on the subject property shall be restricted to those incidental uses permitted in the R4-2 zone per Section 12.11 A of the Los Angeles Municipal Code, and as permitted in this grant. One hundred percent (100%) of these 34 dwelling units shall be reserved as restricted affordable units, as defined by the State Density Bonus Program.
3. **Height/FAR.** The height shall be limited to that allowed pursuant the LAMC. The project shall be limited to a 6:1 floor area ratio. Any structures on the roof, such as air conditioning units and other equipment, shall be fully screened from view of any abutting properties.
4. **Setbacks.** As shown on the Project site plan labeled "Exhibit A", and dated on September 23, 2009, attached to the subject case file, the proposed building shall have a reduced front yard setback of 12 feet in lieu of 15 feet, provided that the landscaping for the Housing Development Project is sufficient to qualify for the number of landscape points equivalent to 10% more than otherwise required by Section 12.40 of this Code and Landscape Ordinance Guidelines "O." All other yards for the R4-2 Zone shall conform to the minimum required setbacks, pursuant to section 12.11 C.
5. **Open Space.** As shown on the Project site plan labeled "Exhibit A", and dated on September 23, 2009, attached to the subject case file, the proposed building shall have a minimum of 2800 square feet of open space in lieu of the 3500 square feet, provided that the landscaping for the Housing Development Project is sufficient to qualify for the

number of landscape points equivalent to 10% more than otherwise required by Section 12.40 of this Code and Landscape Ordinance Guidelines "O."

6. **Automobile Parking.** The 35 unit residential building will provide a total of 21 covered parking spaces in a subterranean parking garage. Tandem parking may be used only for those spaces which are assigned and designated for a single unit.
7. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department to make 100% of the 34 set aside units of the development available for rent solely to low income senior citizens, at a rent determined to be affordable to low income seniors by the Los Angeles Housing Department, for a period of 30 years. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the LAHD. The applicant shall present a copy of the recorded covenant to the Planning Department prior to the issuance of any building permits.
8. **Public Improvements.** Prior to the issuance of any building permits, public improvements and dedications for streets and other rights-of-way adjoining the subject property shall be guaranteed to the satisfaction of the Bureau of Engineering, Department of Transportation, Fire Department (and other responsible City, regional, and Federal government agencies, as may be necessary).
  - a. **Responsibilities/Guarantees.**
    - 1) Prior to issuance of sign-offs for final site plan approval and/or project permits by the Department of City Planning, the applicant/developer shall provide written verification to the Department of City Planning from the responsible agency acknowledging the agency's consultation with the applicant/developer. Any changes to the project design required by a public agency shall be documented in writing and submitted for review by the Department of City Planning.
      - a. Construction of sewers to the satisfaction of the City Engineer. (BOE)
      - b. Construction of drainage facilities to the satisfaction of the City Engineer. (BOE)
      - c. Installation of street lights to the satisfaction of the Bureau of Street Lighting. (BOE)

Notice. Certificates of Occupancies for the subject property will not be issued by the City until the construction of all the public improvements (streets, sewers, storm drains, etc.), as required herein, are completed to the satisfaction of the City Engineer.

## **B. ENVIRONMENTAL CONDITIONS**

9. **Aesthetics (Landscaping).** All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in

accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker.

**10. Aesthetics (Graffiti)**

- a. Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
- b. The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a public street or alley, pursuant to Municipal Code Section 91.8104.15.

**11. Aesthetics (Light).** Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen from adjacent residential properties.

**12. Air Pollution (Stationary).** RESIDENTIAL - An air filtration system shall be installed and maintained with filters meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 11, to the satisfaction of the Department of Building and Safety.

**13. Wildlife Corridor**

- a. **Habitat Modification (Nesting Native Birds)** The project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Section 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). The following measures are as recommended by the California Department of Fish and Game:
  1. Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1 – August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).
  2. If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat the applicant shall:
    - i. Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat on abutting properties, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding

- bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/ construction work.
- ii. If a protected native bird is found, the applicant shall delay all clearance/ construction disturbance activities within 300 feet of suitable nesting habitat (within 500 feet for suitable raptor nesting habitat) until August 31.
  - iii. Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nest) or as determined by a qualified biological monitor. Shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
  - iv. The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds.

#### 14. Tree Removal (Non-Protected Trees)

- a. All significant trees (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree.
- b. A Landscape Plan shall be prepared, indicating the location of all replacement trees, to the satisfaction of the decision-maker. New trees, located within the parkway of the adjacent public right(s)-of-way, may be counted towards replacement tree requirements.
- c. Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-485-5675. All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division the Department of Public Works, Bureau of Street Services.

#### 15. Cultural Resources (Archeological)

- a. If any archaeological materials are encountered during the course of the project development, the project shall be halted. The services of an archaeologist shall be secured by contacting the Center of Archaeology – Cal State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist to assess the resources and evaluate the impact.
- b. Copies of the archaeological survey, study or report shall be submitted to the UCLA Archaeological Information Center.

- c. A covenant and agreement shall be recorded prior to obtaining a grading permit.
- d. (Human Remains) In the event that human remains are discovered during excavation activities, the following procedure shall be observed:
  - 1. Stop immediately and contact the County Coroner:  
1104 N Mission Road  
Los Angeles, CA 90033  
323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or  
323-343-0714 (After Hours, Saturday, Sunday, and Holidays)  
The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission.
  - 2. The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
  - 3. The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
    - i. If the descendent does not make recommendations within 48 hours the owner shall reinter the remains in an area of the property secure from further disturbance, or;
    - ii. If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the Native American Heritage Commission.

*Discuss and confer means the meaningful and timely discussion careful consideration of the views of each party.*

**16. Cultural Resources (Paleontological)**

- a. If any paleontological materials are encountered during the course of the project development, the project shall be halted.
- b. The services of a paleontologist shall be secured by contacting the Center for Public Paleontology – USC, UCLA, Cal State Los Angeles, Cal State Long Beach, or the Los Angeles County Natural History Museum to assess the resources and evaluate the impact.
- c. Copies of the paleontological survey, study or report shall be submitted to the Los Angeles Natural History Museum.
- d. A covenant and agreement shall be recorded prior to obtaining a grading permit.

**17. Seismic.** The design and construction of the project shall conform to the Uniform Building Code seismic standards as approved by the Department of Building and Safety.

**18. Erosion/Grading/Short-Term Construction Impacts (Air Quality)**

- a. All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD

District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.

- b. The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by construction and hauling, and at all times provide reasonable control of dust caused by wind.
- c. All loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- d. All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- e. All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
- f. General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.

**19. Erosion/Grading/Short-Term Construction Impacts (Noise)**

- a. The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- b. Construction and demolition shall be restricted to the hours of 7:00 am to 6:00pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- c. Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously.
- d. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- e. The project sponsor shall comply with the Noise Insulation Standards of Title 24 of the California Code Regulations, which insure an acceptable interior noise environment.

**20. Erosion/Grading/Short-Term Construction Impacts (General Construction).**

Sediment carries with it other work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life. All waste shall be disposed of properly, as follows:

- a. All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.

- b. Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
- c. Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
- d. Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.
- e. Gravel approaches shall be used where truck traffic is frequent to reduce soil compaction and the tracking of sediment into streets shall be limited.
- f. All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.

**21. Explosion/Release (Methane Gas)**

- a. All multiple residential buildings shall have adequate ventilation as defined by Section 91.7102 of the Municipal Code of a gas-detection system installed in the basement or on the lowest floor level on grade, and within the underfloor space in buildings with raised foundations.

**22. Single Family Dwelling (10+ Home Subdivision/Multi-family)**

- a. Ordinance No. 172,176 and Ordinance No. 173,494 specify Stormwater and Urban Runoff Pollution Control which requires the application of Best Management Practices (BMPs). Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. Applicants must meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board, including the following: (A copy of the SUSMP can be downloaded at: <http://www.swrcb.ca.gov/rwqcb4/>).
- b. Project applicants are required to implement stormwater BMPs to treat and infiltrate the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.
- c. Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion.
- d. Maximize trees and other vegetation at each site by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.



- e. Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation.
- f. Reduce impervious surface area by using permeable pavement materials where appropriate, including: pervious concrete/asphalt; unit pavers, i.e. turf block; and granular materials, i.e. crushed aggregates, cobbles.
- g. Install Roof runoff systems where site is suitable for installation. Runoff from rooftops is relatively clean, can provide groundwater recharge and reduce excess runoff into storm drains.
- h. Promote natural vegetation by using parking lot islands and other landscaped areas.
- i. Paint messages that prohibit the dumping of improper materials into the storm drain system adjacent to storm drain inlets. Prefabricated stencils can be obtained from the Dept. of Public works, Stormwater Management Division.
- j. All storm drain inlets and catch basins within the project area must be stenciled with prohibitive language (such as NO DUMPING – DRAINS TO OCEAN) and/or graphical icons to discourage illegal dumping.
- k. Legibility of stencils and signs must be maintained.
- l. Materials with the potential to contaminate stormwater must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs.
- m. The storage area must be paved and sufficiently impervious to contain leaks and spills.
- n. The storage area must have a roof or awning to minimize collection of stormwater within the secondary containment area.
- o. Design an efficient irrigation system to minimize runoff including: drip irrigation for shrubs to limit excessive spray; shutoff devices to prevent irrigation after significant precipitation; and flow reducers.
- p. The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturer's instructions.
- q. In addition to the following provisions, applicant must meet the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board including the following: (A copy of the SUSMP can be downloaded at: <http://www.swrcb.ca.gov/rwqcb4/>).

**23. Increased Noise Levels (Parking Structure Ramps)**

- a. Concrete, not metal, shall be used for construction of parking ramps.
- b. The interior ramps shall be textured to prevent tire squeal at turning areas.
- c. Parking lots located adjacent to residential buildings shall have a solid decorative wall adjacent to the residential.

**24. Public Services (Fire).** The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.**25. Public Services (Police General).** The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public spaces designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to Design Out Crime Guidelines: Crime Prevention Through Environmental Design published by the Los Angeles Police Department's Crime Prevention Section (located at Parker Center, 150 N. Los Angeles Street, Room 818, Los Angeles, (213) 485-3134. These measures shall be approved by Police Department prior to the issuance of building permits.**26. Public Services (Schools).** The applicant shall pay school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project area.**27. Safety Hazards**

- a. The applicant shall submit a parking and driveway plan that incorporates design features that reduce accidents, to the Bureau of Engineering and the Department of Transportation for approval.
- b. Prior to plan check submittal to LADBS, submit a site and/or driveway plan, scaled at least 1 inch = 40 feet, to: LADOT Construction Services Center, 201 N Figueroa Street, #400 (Counter No 3), Los Angeles, 90012.
- c. Two-way driveways shall be 30 feet wide and one-way driveway shall be 16 feet wide, exclusive of side slopes.
- d. A minimum 20-foot reservoir space (property line to gate/first parking stall) at all entrances to lots with up to 100 spaces; minimum 40-foot reservoir is required for lots with 101 to 300 spaces.

- e. Street improvements required per LAMC 12.37-A must be cleared by the Bureau of Engineering prior to issuance of LADOT project approval.

**28. Inadequate Emergency Access.** The applicant shall submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation for approval that provides code-required emergency access.

**29. Utilities (Local or Regional Water Supplies)**

- a. The project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g. use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler system to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during rainy season).
- b. If conditions dictate, the Department of Water and Power may postpone new water connections for this project until water supply capacity is adequate.
- c. (All New Construction, Commercial/Industrial Remodel, Condominium Conversions, and Adaptive Reuse) Unless otherwise required, and to the satisfaction of the Department of Building and Safety, the applicant shall install:
  - 1. High-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate. Rebates may be offered through the Los Angeles Department of Water and Power to offset portions of the costs of these installations.
  - 2. Restroom faucets with a maximum flow rate of 1.5 gallons per minute.
- d. Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.)
- e. (All New Residential, Condominium Conversions, and Adaptive Reuse) Unless otherwise required, and to the satisfaction of the Department of Building and Safety, the applicant shall:
  - 1. Install a demand (tankless or instantaneous) water heater system sufficient to serve the anticipated needs of the dwelling(s).
  - 2. Install no more than one showerhead per shower stall, having a flow rate no greater than 2.0 gallons per minute.
  - 3. Install and utilize only high-efficiency clothes washers (water factor of 6.0 or less) in the project, if proposed to be provided in either individual units and/or in a common laundry room(s). If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance. Rebates may be offered

through the Los Angeles Department of Water and Power to offset portions of the costs of these installations.

4. Install and utilize only high-efficiency Energy Star-rated dishwashers in the project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.

f. (Landscaping) In addition to the requirements of the Landscape Ordinance, the landscape plan shall incorporate the following:

1. Weather-based irrigation controller with rain shutoff;
2. Matched precipitation (flow) rates for sprinkler heads;
3. Drip/microspray/subsurface irrigation where appropriate;
4. Minimum irrigation system distributed uniformity of 75 percent;
5. Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials; and
6. Use of landscape contouring to minimize precipitation runoff.
7. A separate water meter (or submeter), flow sensor, and meter valve shutoff shall be installed for irrigated landscape areas totaling 5,000 sf and greater, to the satisfaction of the Department of Building and Safety.

**30. Utilities (Solid Waste)**

- a. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the project's regular solid waste disposal program.
- b. Prior to the issuance of any demolition or construction permit, the applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction-related wastes.

**C. ADMINISTRATIVE CONDITIONS**

31. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans etc., as may be required by the subject conditions, shall be provided to the Planning Department for placement in the subject file.
32. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with Los Angeles Municipal Code, except where herein granted conditions override.
33. **Definition.** Any agency, public official, or city department referenced in these conditions shall mean that agency, public official, or city department, or its successor(s) or designee(s). "State Density Bonus Program" refers to State Government Code Section 65915. "Ordinance" refers to Ordinance 179,681 as the implementation Ordinance approved by the City Planning Commission on June 9, 2005 and August 21, 2006 and

the Planning and Land Use Management Committee of the City Council on April 4, 2006, adopted by the City Council on February 20, 2008 effective on April 15, 2008.

34. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Planning Department and any designated agency or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
35. **Building Plans.** Page 1 of this grant and all the conditions of approval shall be printed on the building plans submitted to the City Planning Department and the Department of Building and Safety.
36. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the city Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions if, in the commission's or Directors opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
37. **Indemnification.** The applicant shall defend, indemnify and hold harmless the city, its agents, officers, or employees from any claim, action, or proceeding against the city or its agents, officers, or employees to attack, set aside, void or annul this approval which action is brought within the applicable limitation period. The City shall promptly notify the applicant of any claim, action, or proceeding and the City shall promptly notify the applicant of any claim, action, or proceeding and the city shall cooperate fully in the defense. If the City fails to promptly notify the applicant of any claim action or proceeding, or if the city fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the city.

## FINDINGS

After thorough consideration of the information, statements, and plans contained in the application; the reports received from other city departments and governmental agencies; the project's environmental clearance; and the State Government Code Section 65915 (State Density Bonus Program), I hereby find that the requirements for issuing a Density Bonus Compliance Review approval have been established by the following:

### Description of the Subject Project

The project will provide a total of 35 units, 34 senior citizen affordable residential housing units and one (1) on-site manager's unit; and 21 subterranean parking spaces. The project will be 5 stories tall. The maximum height proposed is 58'-0". The project will be constructed on an existing vacant lot.

The subject project is located at 540 South Kingsley Drive. The site is located within the Wilshire Community Plan Area. The project site is comprised of one lot which is zoned R4-2, encompassing an area of approximately 11,250 square feet. The General Plan Land Use Designation is High Medium Residential.

### Existing Land Use and Zoning

The two parcels to the west of the Project site, directly across and one parcel to the north on Kingsley Drive are zoned P-1, designated for Neighborhood Commercial land use, and are developed with a parking lot. The property across Kingsley Drive to the southwest of the Project site is zoned C2-1, designated for Neighborhood Commercial land use, and is developed with a hotel. The property adjoining the subject site to the north and the property northeast of the subject site are zoned R4-2, designated for High Medium Residential land use, and are both developed with multi-family housing. The properties adjoining the subject site to the south and southeast of the subject site are zoned C2-1, designated for Neighborhood Commercial land use, and are both sites are developed with commercial use buildings. The property to the east of the Project site, facing Ardmore Avenue, is zoned R1-1, designated for High Medium Residential land use, and is developed with a parking structure with 3 stories above grade and one subterranean level.

After thorough consideration of the information, statements, and plans contained in the application, the reports received from other city departments and governmental agencies, the project's Mitigated Negative Declaration, and the State Government Code Section 65915 (State Density Bonus Program), I hereby find that the requirements for issuing a Density Bonus approval pursuant to the Density Bonus Ordinance No. 179681 (SB1818) have been established by the following:

## DENSITY BONUS COMPLIANCE FINDINGS

1. **The Project substantially complies with the applicable regulations, standards and provisions of the State Density Bonus Program.**

As conditioned by this approval, the subject project complies with all applicable provisions of State Density Bonus Program and the City's adopted implementation Ordinance. The project qualifies for up to a 35% density bonus because 100% of its units are set-aside as restricted for

low income senior citizens (excluding the on-site manager's unit). The project will provide 28 by right/base density units, six (6) density bonus units (ten are allowed), and one market rate on-site manager's unit. As noted in the adopted Ordinance, the set aside units allow by-right increases in density and reduced parking requirements (based on the type and number of units). In addition, since the project sets aside at least 30% of its units for low income seniors, the applicant is eligible for up to three incentives and has requested two incentives from a specified menu of concessions, as described below:

**Incentives/Concessions:**

The following concessions are required to maximize the number of affordable units for this under-served population.

**Open Space.** The adopted Ordinance permits a deviation of up to 20% from the open space requirement for the project. According to Section 12.21 G of the LAMC, the required amount of open space for the project is 3500 square feet. The Project is requesting a reduction of 700 square feet to allow the building to provide 2800 square feet of open space, which represents a reduction of 20%.

**Yards.** The adopted Ordinance permits a deviation of up to 20% from the yard/setback requirements on any single side of the project. According to Section 12.11 C (1) of the LAMC, the required front yard setback is a minimum of 15 feet from the property line. The Project is requesting a reduction of 3 feet to allow the building to have a 12-foot front yard setback, which represents a reduction of 20%. The project shall maintain all other yards as required by relevant provisions of the Los Angeles Municipal Code.

2. **Environmental:** The project incorporates mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review which would mitigate the negative environmental effects of the project, to the extent physically feasible. In compliance with requirements of the California Environmental Quality Act (CEQA), the project was issued a Mitigated Negative Declaration (ENV 2009-1950-MND) in accordance with the Los Angeles CEQA guidelines.

**EFFECTIVE DATE AND APPEAL PERIOD**

The Director of Planning's determination on this matter will become effective on October 9, 2009, unless an appeal is filed with the City Planning Commission. Such an appeal must be in writing, on the prescribed forms, accompanied by the required fee and received and receipted at a Public Office of the Department of City Planning on or before the effective date, or the appeal will not be accepted.

**TRANSFERABILITY AND TERMINATION**

The approval granted herein shall be for a period of two years from the effective date. If building permits are not issued and construction work is not begun within such time and carried on diligently so that building permits do not lapse, this approval shall become null and void. The applicant is advised that this approval is not a permit or license and that permits and licenses required by law must be obtained from the proper public agency. If any condition of this approval is violated or not complied with, then the applicant or the applicant's successor in


interest may be prosecuted the same as for any violations of the requirements contained in the Municipal Code, or the approval may be revoked.

In the event the property is sold or leased to any person or corporation other than the applicant, it is incumbent on the applicant to advise such person or corporation regarding the conditions of approval. If any portion of this approval is utilized, then all other conditions and requirements set forth herein become immediately operative and must be strictly observed.

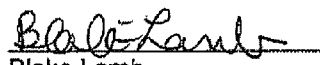
S. GAIL GOLDBERG, AICP  
Director of Planning

Reviewed by:

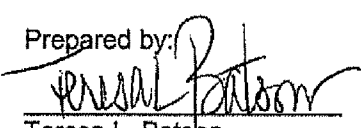
By:

  
Kevin J. Keller  
Senior City Planner

Prepared by:

  
Blake Lamb  
City Planner

Prepared by:

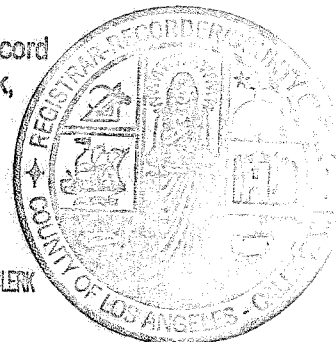
  
Teresa L. Batson  
Planning Assistant



This is a true and certified copy of the record  
if it bears the seal, imprinted in purple ink,  
of the Registrar-Recorder/County Clerk

DEC 11 2012

*Dean C. Loya* REGISTRAR-RECORDER/COUNTY CLERK  
LOS ANGELES COUNTY, CALIFORNIA



CITY OF LOS ANGELES  
OFFICE OF THE CITY CLERK  
ROOM 395, CITY HALL  
LOS ANGELES, CALIFORNIA 90012  
CALIFORNIA ENVIRONMENTAL QUALITY ACT  
**PROPOSED MITIGATED NEGATIVE DECLARATION**

**LEAD CITY AGENCY**

City of Los Angeles

**COUNCIL DISTRICT**

1

**PROJECT TITLE**

ENV-2012-1051-MND

**CASE NO.**

DIR-2012-1052-DB-SPR

**PROJECT LOCATION**

1911 W 6TH ST

**PROJECT DESCRIPTION**

The project includes the construction of a 6-story, 80-foot tall building with 53 residential dwelling units that include 52 units for low income households, a manager's unit, 54 parking spaces, and a total of approximately 62,566 square feet of floor space. In consideration of providing 52 affordable units, the applicant seeks the following Affordable Housing Incentives and Density Bonus Determinations: an increase in the Floor Area Ratio (FAR) to 3.0:1 in lieu of 1.5:1 otherwise permitted, and a 20 percent reduction of one required side yard setback of 7.34 feet in lieu of 9 feet otherwise required. The project further requires a Site Plan Review for the development of 50 or more new dwelling units.

**NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY**

Cynthia Michels American Communities, LLC  
5670 Wilshire Blvd., Suite 2490  
Los Angeles, CA 90036

**FINDING:**

The City Planning Department of the City of Los Angeles has Proposed that a mitigated negative declaration be adopted for this project because the mitigation measure(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance

(CONTINUED ON PAGE 2)

SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.

Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt the mitigated negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

**NAME OF PERSON PREPARING THIS FORM****TITLE****TELEPHONE NUMBER**

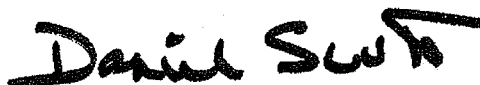
GABRIELA JUAREZ

City Planning Associate

(213) 978-1199

**ADDRESS****SIGNATURE (Official)****DATE**

200 N. SPRING STREET, 7th FLOOR  
LOS ANGELES, CA. 90012



SEPTEMBER 24, 2012

**I-10. Aesthetics (Landscape Plan)**

- Environmental impacts to the character and aesthetics of the neighborhood may result from project implementation. However, the potential impacts will be mitigated to a less than significant level by the following measure:
- All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a Landscape Practitioner (Sec. 12.40-D) and to the satisfaction of the decision maker.

**I-90. Aesthetics (Vandalism)**

- Environmental impacts may result from project implementation due to graffiti and accumulation of rubbish and debris along the wall(s) adjacent to public rights-of-way. However, this potential impact will be mitigated to a less than significant level by the following measures:
- Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
- The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley, pursuant to Municipal Code Section 91.8104.15.

**I-100. Aesthetics (Signage)**

- Environmental impacts may result from project implementation due to on-site signage in excess of that allowed under the Los Angeles Municipal Code Section 91.6205. However, the potential impact will be mitigated to a less than significant level by the following measures:
- On-site signs shall be limited to the maximum allowable under the Municipal Code.
- Multiple temporary signs in windows and along building walls are not permitted.

**I-120. Aesthetics (Light)**

- Environmental impacts to the adjacent residential properties may result due to excessive illumination on the project site. However, the potential impacts will be mitigated to a less than significant level by the following measure:
- Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way.

**I-130. Aesthetics (Glare)**

- Environmental impacts to adjacent residential properties may result from glare from the proposed project. However, the potential impacts will be mitigated to a less than significant level by the following measure:
- The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

**III-10. Air Pollution (Demolition, Grading, and Construction Activities)**

- All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
- The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- Trucks having no current hauling activity shall not idle but be turned off.

**III-60. Objectionable Odors (Commercial Trash Receptacles)**

- Environmental impacts may result from project implementation due to the location of trash receptacles near adjacent residences. However, these impacts will be mitigated to a less than significant level by the following measure:
- Open trash receptacles shall be located a minimum of 50 feet from the property line of any residential zone or use.
- Trash receptacles located within an enclosed building or structure shall not be required to observe this minimum buffer.

**IV-20. Habitat Modification (Nesting Native Birds, Non-Hillside or Urban Areas)**

- The project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA).
- Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).
- If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:
- Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
- If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.
- Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
- The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

**IV-70. Tree Removal (Non-Protected Trees)**

- Environmental impacts from project implementation may result due to the loss of significant trees on the site. However, the potential impacts will be mitigated to a less than significant level by the following measures:
- Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.
- All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.
- Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077. All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division the Department of Public Works, Bureau of Street Services.

**V-20. Cultural Resources (Archaeological)**

- Environmental impacts may result from project implementation due to discovery of unrecorded archaeological resources. However, the potential impacts will be mitigated to a less than significant level by the following measures:
- If any archaeological materials are encountered during the course of project development, all further development activity shall halt and:
- The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
- The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
- The applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study or report.

- Project development activities may resume once copies of the archaeological survey, study or report are submitted to: SCCIC Department of Anthropology, McCarthy Hall 477, CSU Fullerton, 800 North State College Boulevard, Fullerton, CA 92834.
- Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.
- A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

**V-30. Cultural Resources (Paleontological)**

- Environmental impacts may result from project implementation due to discovery of unrecorded paleontological resources. However, the potential impacts will be mitigated to a less than significant level by the following measures:
- If any paleontological materials are encountered during the course of project development, all further development activities shall halt and:
  - a. The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology - USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum - who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
  - b. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
  - c. The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report.
  - d. Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.
- Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered.
- A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

**V-40. Cultural Resources (Human Remains)**

- Environmental impacts may result from project implementation due to discovery of unrecorded human remains.
- In the event that human remains are discovered during excavation activities, the following procedure shall be observed:
  - a. Stop immediately and contact the County Coroner: 1104 N. Mission Road, Los Angeles, CA 90033. 323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or 323-343-0714 (After Hours, Saturday, Sunday, and Holidays)
  - b. The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission.
  - c. The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
  - d. The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
  - e. If the descendent does not make recommendations within 48 hours the owner shall reinter the remains in an area of the property secure from further disturbance, or;
  - f. If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the Native American Heritage Commission.
- *Discuss and confer* means the meaningful and timely discussion careful consideration of the views of each party.

**VI-10. Seismic**

- Environmental impacts to the safety of future occupants may result due to the project's location in an area of potential seismic activity. However, this potential impact will be mitigated to a less than significant level by the following measure:
- The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.

**VI-20. Erosion/Grading/Short-Term Construction Impacts**

- Short-term erosion impacts may result from the construction of the proposed project. However, these impacts can be mitigated to a less than significant level by the following measures:

- The applicant shall provide a staked signage at the site with a minimum of 3-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor.
- Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. Additional provisions are required for grading activities within Hillside areas. The application of BMPs includes but is not limited to the following mitigation measures:
  - a. Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity.
  - b. Stockpiles, excavated, and exposed soil shall be covered with secured tarps, plastic sheeting, erosion control fabrics, or treated with a bio-degradable soil stabilizer.

**VI-50. Geotechnical Report**

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- Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.
- The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

**VII-10. Green House Gas Emissions**

- The project will result in impacts resulting in increased green house gas emissions. However, the impact can be reduced to a less than significant level though compliance with the following measure(s):
- Install a demand (tankless or instantaneous) water heater system sufficient to serve the anticipated needs of the dwelling(s).
- Only low- and non-VOC-containing paints, sealants, adhesives, and solvents shall be utilized in the construction of the project.

**VIII-10. Explosion/Release (Existing Toxic/Hazardous Construction Materials)**

- Due to the age of the building(s) being demolished, toxic and/or hazardous construction materials may be located in the structure(s). Exposure to such materials during demolition or construction activities could be hazardous to the health of the demolition workers, as well as area residents, employees, and future occupants. However, these impacts can be mitigated to a less than significant level by the following measure:
- **(Asbestos)** Prior to the issuance of any permit for the demolition or alteration of the existing structure(s), the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant indicating that no Asbestos-Containing Materials (ACM) are present in the building. If ACMs are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations.
- **(Lead Paint)** Prior to issuance of any permit for the demolition or alteration of the existing structure(s), a lead-based paint survey shall be performed to the written satisfaction of the Department of Building and Safety. Should lead-based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to OSHA regulations.
- **(Polychlorinated Biphenyl – Commercial and Industrial Buildings)** Prior to issuance of a demolition permit, a polychlorinated biphenyl (PCB) abatement contractor shall conduct a survey of the project site to identify and assist with compliance with applicable state and federal rules and regulation governing PCB removal and disposal.

**VIII-20. Explosion/Release (Methane Gas)**

- Environmental impacts may result from project implementation due to its location in an area of potential methane gas zone. However, this potential impact will be mitigated to a less than significant level by the following measures:

- All commercial, industrial, and institutional buildings shall be provided with an approved Methane Control System, which shall include these minimum requirements; a vent system and gas-detection system which shall be installed in the basements or the lowest floor level on grade, and within underfloor space of buildings with raised foundations. The gas-detection system shall be designed to automatically activate the vent system when an action level equal to 25% of the Lower Explosive Limit (LEL) methane concentration is detected within those areas.
- All commercial, industrial, institutional and multiple residential buildings covering over 50,000 square feet of lot area or with more than one level of basement shall be independently analyzed by a qualified engineer, as defined in Section 91.7102 of the Municipal Code, hired by the building owner. The engineer shall investigate and recommend mitigation measures which will prevent or retard potential methane gas seepage into the building. In addition to the other items listed in this section, the owner shall implement the engineer's design recommendations subject to Department of Building and Safety and Fire Department approval.
- All multiple residential buildings shall have adequate ventilation as defined in Section 91.7102 of the Municipal Code of a gas-detection system installed in the basement or on the lowest floor level on grade, and within the underfloor space in buildings with raised foundations.

**IX-10. Groundwater Quantity (Dewatering System)**

- Environmental impacts to groundwater quantity may result from implementation of the proposed project through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations, or through substantial loss of groundwater recharge capacity. The Department of Building and Safety requires, when feasible, that applicants modify the structural design of a building so as not to need a permanent dewatering system. When a permanent dewatering system is necessary, the Department of Building and Safety require the following measures to mitigate the impacts to a less than significant level:
- Prior to the issuance of any permit for excavation, the applicant shall, in consultation with the Department of Building and Safety, submit a Dewatering Plan to the decision-maker for review and approval. Such plan shall indicate estimates for how much water is anticipated to be pumped and how the extracted water will be utilized and/or disposed of.
- Extracted groundwater shall be pumped to a beneficial on-site use such as, but not limited to: 1) landscape irrigation; 2) decorative fountains or lakes; 3) toilet flushing; or 4) cooling towers.
- Return water to the groundwater basin by an injection well.

**IX-20. Stormwater Pollution (Demolition, Grading, and Construction Activities)**

- Sediment carries with it other work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life.
- Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
- All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.
- Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
- Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.

**IX-30. Standard Urban Stormwater Mitigation Plan**

- Environmental impacts may result from erosion carrying sediments and/or the release of toxins into the stormwater drainage channels. However, the potential impacts will be mitigated to a less than significant level by incorporating stormwater pollution control measures. Applicants must meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board, including the following (a copy of the SUSMP can be downloaded at: <http://www.swrcb.ca.gov/rwqcb4/>):

**XII-10. Increased Noise Levels (Landscape Buffer)**

- Environmental impacts to the adjacent residential properties may result due to the project. However, the potential impact will be mitigated to a less than significant level by the following measures:
- A minimum five-foot wide landscape buffer shall be planted adjacent to the residential use.
- A landscape plan prepared by a licensed Landscape Architect shall be submitted for review and approval by the decision maker.

**XII-20. Increased Noise Levels (Demolition, Grading, and Construction Activities)**

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- The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

**XII-170. Severe Noise Levels (Residential Fronting on Major or Secondary Highway, or adjacent to a Freeway)**

- Environmental impacts to future occupants may result from this project's implementation due to mobile noise. However, these impacts will be mitigated to a less than significant level by the following measures:
- All exterior windows having a line of sight of a Major or Secondary Highway shall be constructed with double-pane glass and use exterior wall construction which provides a Sound Transmission Coefficient (STC) value of 50, as determined in accordance with ASTM E90 and ASTM E413, or any amendment thereto.
- The applicant, as an alternative, may retain an acoustical engineer to submit evidence, along with the application for a building permit, any alternative means of sound insulation sufficient to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room.

**XIV-10. Public Services (Fire)**

- Environmental impacts may result from project implementation due to the location of the project in an area having marginal fire protection facilities. However, this potential impact will be mitigated to a less than significant level by the following measure:
- The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

**XIV-30. Public Services (Police)**

- Environmental impacts may result from project implementation due to the location of the project in an area having marginal police services. However, this potential impact will be mitigated to a less than significant level by the following measure:
- The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

**XIV-40. Public Services (Construction Activity Near Schools)**

- Environmental impacts may result from project implementation due to the close proximity of the project to a school. However, the potential impact will be mitigated to a less than significant level by the following measures:
- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets adjacent to the school.
- Due to noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on these streets during school hours.
- The developer and contractors shall maintain ongoing contact with administrators of Esperanza Elementary School and Camino Nuevo Charter Academy. The administrative offices shall be contacted when demolition, grading and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (32)342-1400 and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.



**XIV-60. Public Services (Schools)**

- Environmental impacts may result from project implementation due to the location of the project in an area with insufficient school capacity. However, the potential impact will be mitigated to a less than significant level by the following measure:
- The applicant shall pay school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project area.

**XV-10. Recreation (Increased Demand For Parks Or Recreational Facilities)**

- Environmental impacts may result from project implementation due to insufficient parks and/or recreational facilities. However, the potential impact will be mitigated to a less than significant level by the following measure:
- **(Subdivision)** Pursuant to Section 17.12-A or 17.58 of the Los Angeles Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of dwelling units.
- **(Apartments)** Pursuant to Section 21.10 of the Los Angeles Municipal Code, the applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings.

**XVI-30. Transportation (Haul Route)**

- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- **(Non-Hillside):** Projects involving the import/export of 20,000 cubic yards or more of dirt shall obtain haul route approval by the Department of Building and Safety.

**XVI-40. Safety Hazards**

- Environmental impacts may result from project implementation due to hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses. However, the potential impacts can be mitigated to a less than significant level by the following measure:
- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- The applicant shall submit a parking and driveway plan that incorporates design features that reduce accidents, to the Bureau of Engineering and the Department of Transportation for approval.

**XVI-50. Inadequate Emergency Access**

- Environmental impacts may result from project implementation due to inadequate emergency access. However, these impacts can be mitigated to a less than significant level by the following measure:
- The applicant shall submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation for approval that provides code-required emergency access.

**XVII-10. Utilities (Local Water Supplies - Landscaping)**

- Environmental impacts may result from project implementation due to the cumulative increase in demand on the City's water supplies. However, this potential impact will be mitigated to a less than significant level by the following measures:
- The project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g. use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).
- In addition to the requirements of the Landscape Ordinance, the landscape plan shall incorporate the following:
- Weather-based irrigation controller with rain shutoff
- Matched precipitation (flow) rates for sprinkler heads
- Drip/microspray/subsurface irrigation where appropriate
- Minimum irrigation system distribution uniformity of 75 percent
- Proper hydro-zoning, turf minimization and use of native/drought tolerant plant materials
- Use of landscape contouring to minimize precipitation runoff
- A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for existing and expanded irrigated landscape areas totaling 5,000 sf. and greater.

**XVII-20. Utilities (Local Water Supplies - All New Construction)**

- Environmental impacts may result from project implementation due to the cumulative increase in demand on the City's water supplies. However, this potential impact will be mitigated to a less than significant level by the following measures:

- If conditions dictate, the Department of Water and Power may postpone new water connections for this project until water supply capacity is adequate.
- Install high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate.
- Install restroom faucets with a maximum flow rate of 1.5 gallons per minute.
- A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for all landscape irrigation uses.
- Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.)

**XVII-40. Utilities (Local Water Supplies - New Residential)**

- Environmental impacts may result from project implementation due to the cumulative increase in demand on the City's water supplies. However, this potential impact will be mitigated to a less than significant level by the following measures:
- Install no more than one showerhead per shower stall, having a flow rate no greater than 2.0 gallons per minute.
- Install and utilize only high-efficiency clothes washers (water factor of 6.0 or less) in the project, if proposed to be provided in either individual units and/or in a common laundry room(s). If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.
- Install and utilize only high-efficiency Energy Star-rated dishwashers in the project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.

**XVII-90. Utilities (Solid Waste Recycling)**

- Environmental impacts may result from project implementation due to the creation of additional solid waste. However, this potential impact will be mitigated to a less than significant level by the following measure:
- **(Operational)** Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the project's regular solid waste disposal program.
- **(Construction/Demolition)** Prior to the issuance of any demolition or construction permit, the applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction-related wastes.
- **(Construction/Demolition)** To facilitate on-site separation and recycling of demolition- and construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and the contents recycled accordingly as a part of the project's regular solid waste disposal program.

**CITY OF LOS ANGELES**  
OFFICE OF THE CITY CLERK  
ROOM 395, CITY HALL  
LOS ANGELES, CALIFORNIA 90012  
**CALIFORNIA ENVIRONMENTAL QUALITY ACT**  
**INITIAL STUDY**  
**and CHECKLIST**  
(CEQA Guidelines Section 15063)

<b>LEAD CITY AGENCY:</b> City of Los Angeles	<b>COUNCIL DISTRICT:</b> CD 1 - ED P. REYES	<b>DATE:</b>
<b>RESPONSIBLE AGENCIES:</b> Department of City Planning		
<b>ENVIRONMENTAL CASE:</b> ENV-2012-1051-MND	<b>RELATED CASES:</b> DIR-2012-1052-DB-SPR	
<b>PREVIOUS ACTIONS CASE NO.:</b>	<input type="checkbox"/> Does have significant changes from previous actions. <input checked="" type="checkbox"/> Does NOT have significant changes from previous actions.	
<b>PROJECT DESCRIPTION:</b> CONSTRUCTION OF A 53 UNIT MULTIPLE FAMILY RESIDENTIAL BUILDING		
<b>ENV PROJECT DESCRIPTION:</b> The project includes the construction of a 6-story, 80-foot tall building with 53 residential dwelling units that include 52 units for low income households, a manager's unit, 54 parking spaces, and a total of approximately 62,566 square feet of floor space. In consideration of providing 52 affordable units, the applicant seeks the following Affordable Housing Incentives and Density Bonus Determinations: an increase in the Floor Area Ratio (FAR) to 3.0:1 in lieu of 1.5:1 otherwise permitted, and a 20 percent reduction of one required side yard setback of 7.34 feet in lieu of 9 feet otherwise required. The project further requires a Site Plan Review for the development of 50 or more new dwelling units.		
<b>ENVIRONMENTAL SETTINGS:</b> The property, consisting of three parcels along 6th Street the length of which is facing Bonnie Brae Street, is a downward sloping site, with a slope greater than 5' towards 6th Street and the Alley on the northwestern side of the block. The property consists of an approximately 23,775 gross square foot parcel of land with a 150-foot frontage on three sides of the block facing the 6th Street, Bonnie Brae Street and the alley on the northwestern side of the block. The property is located within the Special Grading Area (BOE Basic Grid Map A-13372) and is approximately 0.9653 kilometers from the nearest known fault.  The property is proposed to be developed with a residential building consisting of one bedroom one bath, two bedroom one bath, and three bedroom two bath alternatives and associated on-grade parking garage for all residential uses.  6th Street abutting the project on the south is a Secondary Highway, dedicated at a varying 60 to 75 feet and improved with asphalt roadway, concrete curb, gutter, sidewalk, and parkway. Bonnie Brae Street, abutting the project on the east is a Collector Street dedicated a varying 40 to 60 feet and improved with asphalt roadway, concrete curb, gutter, sidewalk, and parkway.  The four story Hotel Barbizon, zoned C2-1, is located on the west of the project site across the alley on the 6th. On the South of the project site, across 6th Street, is a one story fast food restaurant, zoned C2-2. To the south east side on the 6th Street of the project site, is a two-story Selecto Plaza Mall zoned C2-2. A two-story Angeles Market, zoned C2-1, lies on the east side of the project site across Bonnie Brae. To the north side of the project site is a five storey apartment building, zoned [T][Q]R4-1.		
<b>PROJECT LOCATION:</b> 1911 W 6TH ST		
<b>COMMUNITY PLAN AREA:</b> WESTLAKE  <b>STATUS:</b>  <input checked="" type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan	<b>AREA PLANNING COMMISSION:</b> CENTRAL	<b>CERTIFIED NEIGHBORHOOD COUNCIL:</b> WESTLAKE SOUTH

<b>EXISTING ZONING:</b> C2-1	<b>MAX. DENSITY/INTENSITY ALLOWED BY ZONING:</b> 1.5:1 FAR	<b>LA River Adjacent:</b> NO
<b>GENERAL PLAN LAND USE:</b> COMMUNITY COMMERCIAL	<b>MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION:</b> 1.5:1 FAR	
	<b>PROPOSED PROJECT DENSITY:</b> 2.78:1 FAR	

## Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- ☐ I find the proposed project MAY have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- ☐ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

City Planning Associate

(213) 978-1199

Signature

Title

Phone

## Evaluation Of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
  - a. Earlier Analysis Used. Identify and state where they are available for review.
  - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
  - a. The significance criteria or threshold, if any, used to evaluate each question; and
  - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

## Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

<input checked="" type="checkbox"/> AESTHETICS	<input checked="" type="checkbox"/> GREEN HOUSE GAS EMISSIONS	<input type="checkbox"/> POPULATION AND HOUSING
<input type="checkbox"/> AGRICULTURE AND FOREST RESOURCES	<input checked="" type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS	<input checked="" type="checkbox"/> PUBLIC SERVICES
<input checked="" type="checkbox"/> AIR QUALITY	<input checked="" type="checkbox"/> HYDROLOGY AND WATER QUALITY	<input checked="" type="checkbox"/> RECREATION
<input checked="" type="checkbox"/> BIOLOGICAL RESOURCES	<input type="checkbox"/> LAND USE AND PLANNING	<input checked="" type="checkbox"/> TRANSPORTATION/TRAFFIC
<input checked="" type="checkbox"/> CULTURAL RESOURCES	<input type="checkbox"/> MINERAL RESOURCES	<input checked="" type="checkbox"/> UTILITIES AND SERVICE SYSTEMS
<input checked="" type="checkbox"/> GEOLOGY AND SOILS	<input checked="" type="checkbox"/> NOISE	<input type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE

## INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

### Background

#### PROPONENT NAME:

Cynthia Michels  
American Communities, LLC

#### PHONE NUMBER:

(323) 934-3848

#### APPLICANT ADDRESS:

5670 Wilshire Blvd., Suite 2490  
Los Angeles, CA 90036

#### AGENCY REQUIRING CHECKLIST:

Department of City Planning

#### DATE SUBMITTED:

04/20/2012

#### PROPOSAL NAME (if Applicable):

The Paseo at Californian

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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#### I. AESTHETICS

a.	Have a substantial adverse effect on a scenic vista?			✓	
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			✓	
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?		✓		
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		✓		

#### II. AGRICULTURE AND FOREST RESOURCES

a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?			✓	
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?			✓	
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?			✓	
d.	Result in the loss of forest land or conversion of forest land to non-forest use?			✓	
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			✓	

#### III. AIR QUALITY

a.	Conflict with or obstruct implementation of the applicable air quality plan?			✓	
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		✓		
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			✓	
d.	Expose sensitive receptors to substantial pollutant concentrations?			✓	
e.	Create objectionable odors affecting a substantial number of people?		✓		

#### IV. BIOLOGICAL RESOURCES

a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			✓	
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?			✓	
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			✓	
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			✓	
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		✓		
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			✓	

#### V. CULTURAL RESOURCES



Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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a.	Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?		✓	
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	✓		
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	✓		
d.	Disturb any human remains, including those interred outside of formal cemeteries?		✓	

#### VI. GEOLOGY AND SOILS

a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	✓		
b.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?	✓		
c.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?		✓	
d.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Landslides?		✓	
e.	Result in substantial soil erosion or the loss of topsoil?	✓		
f.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	✓		
g.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?		✓	
h.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?		✓	

#### VII. GREEN HOUSE GAS EMISSIONS

a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	✓		
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	✓		

#### VIII. HAZARDS AND HAZARDOUS MATERIALS

a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		✓	
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	✓		
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	✓		
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			✓
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			✓
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?			✓
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✓

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				✓
<b>IX. HYDROLOGY AND WATER QUALITY</b>					
a.	Violate any water quality standards or waste discharge requirements?		✓		
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			✓	
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			✓	
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?		✓		
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			✓	
f.	Otherwise substantially degrade water quality?		✓		
g.	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓
h.	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				✓
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				✓
j.	Inundation by seiche, tsunami, or mudflow?			✓	
<b>X. LAND USE AND PLANNING</b>					
a.	Physically divide an established community?			✓	
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				✓
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?			✓	
<b>XI. MINERAL RESOURCES</b>					
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?			✓	
<b>XII. NOISE</b>					
a.	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		✓		
b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			✓	
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		✓		

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓
<b>XIII. POPULATION AND HOUSING</b>					
a.	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓
<b>XIV. PUBLIC SERVICES</b>					
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?		✓		
b.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Police protection?		✓		
c.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Schools?		✓		
d.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Parks?			✓	
e.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Other public facilities?			✓	
<b>XV. RECREATION</b>					
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?		✓		
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			✓	
<b>XVI. TRANSPORTATION/TRAFFIC</b>					
a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			✓	

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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b.	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			✓	
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				✓
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓	
e.	Result in inadequate emergency access?		✓		
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			✓	
<b>XVII. UTILITIES AND SERVICE SYSTEMS</b>					
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓	
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
c.	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?		✓		
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?		✓		
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?		✓		
g.	Comply with federal, state, and local statutes and regulations related to solid waste?			✓	
<b>XVIII. MANDATORY FINDINGS OF SIGNIFICANCE</b>					
a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			✓	
b.	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			✓	
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			✓	

Note: Authority cited: Sections 21083, 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080, 21083.05, 21095, Pub. Resources Code; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

## DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets if necessary)

The Environmental Impact Assessment includes the use of official City of Los Angeles and other government source reference materials related to various environmental impact categories (e.g., Hydrology, Air Quality, Biology, Cultural Resources, etc.). The State of California, Department of Conservation, Division of Mines and Geology - Seismic Hazard Maps and reports, are used to identify potential future significant seismic events; including probable magnitudes, liquefaction, and landslide hazards. Based on applicant information provided in the Master Land Use Application and Environmental Assessment Form, impact evaluations were based on stated facts contained therein, including but not limited to, reference materials indicated above, field investigation of the project site, and any other reliable reference materials known at the time.

Project specific impacts were evaluated based on all relevant facts indicated in the Environmental Assessment Form and expressed through the applicant's project description and supportive materials. Both the Initial Study Checklist and Checklist Explanations, in conjunction with the City of Los Angeles's Adopted Thresholds Guide and CEQA Guidelines, were used to reach reasonable conclusions on environmental impacts as mandated under the California Environmental Quality Act (CEQA).

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as **ENV-2012-1051-MND** and the associated case(s), **DIR-2012-1052-DB-SPR**. Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impact(s) on the environment (after mitigation) **will not:**

- Substantially degrade environmental quality.
- Substantially reduce fish or wildlife habitat.
- Cause a fish or wildlife habitat to drop below self sustaining levels.
- Threaten to eliminate a plant or animal community.
- Reduce number, or restrict range of a rare, threatened, or endangered species.
- Eliminate important examples of major periods of California history or prehistory.
- Achieve short-term goals to the disadvantage of long-term goals.
- Result in environmental effects that are individually limited but cumulatively considerable.
- Result in environmental effects that will cause substantial adverse effects on human beings.

### ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the EIR Unit, Room 763, City Hall.

For City information, addresses and phone numbers: visit the City's website at <http://www.lacity.org> ; City Planning - and Zoning Information Mapping Automated System (ZIMAS) [cityplanning.lacity.org/](http://cityplanning.lacity.org/) or EIR Unit, City Hall, 200 N Spring Street, Room 763. Seismic Hazard Maps - <http://gmw.consrv.ca.gov/shmp/> Engineering/Infrastructure/Topographic Maps/Parcel Information - <http://boemaps.eng.ci.la.ca.us/index01.htm> or City's main website under the heading "Navigate LA".

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:
GABRIELA JUAREZ	City Planning Associate	(213) 978-1199	08/15/2012

Impact?	Explanation	Mitigation Measures
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## APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

<b>I. AESTHETICS</b>		
a.	LESS THAN SIGNIFICANT IMPACT	The project is located in the vicinity of the Mac Arthur Park Lake on the west and a heavily developed region surrounding it. There are no identified designated panoramic or focal views containing scenic vistas on the project area, therefore, it will have less than significant impacts.
b.	LESS THAN SIGNIFICANT IMPACT	The project is not in the vicinity of any significant scenic resources and is in a developed region, nor is it located within a city designated scenic highway. The proposed land use is similar and compatible with other uses in the immediate vicinity. Therefore, the project will not damage any scenic resources and have less than significant impact.
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	This site will need to be landscaped to enhance the visual aesthetics of the density-bonus development. After mitigation, the impacts will be less than significant.
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed development project is not likely to contain light sources beyond the lighting typical of a mixed use residential development. If any, exterior lighting will need to be shielded downward to mitigate the impact on adjacent properties to a less than significant level.
<b>II. AGRICULTURE AND FOREST RESOURCES</b>		
a.	LESS THAN SIGNIFICANT IMPACT	The proposed project site does not contain properties identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as identified by the California Resource Agency, and would therefore have less or no significant on agricultural resources.
b.	LESS THAN SIGNIFICANT IMPACT	The proposed project site is not currently zoned for agricultural uses, and does not contain properties that have a Williamson Act Contract in effect.
c.	LESS THAN SIGNIFICANT IMPACT	The proposed project site is within an urbanized region, and in a neighborhood which is largely designated for high medium density Residential uses on Bonnie Brae Street and Commercial uses on the 6th Street.

Impact?	Explanation	Mitigation Measures
LESS THAN SIGNIFICANT IMPACT	The proposed project site is within an urbanized region, and in a neighborhood which is largely designated for high medium density Residential uses on Bonnie Brae Street, and Commercial uses on the 6th Street, and will not directly or indirectly result in the conversion of any forest land to non-forest uses.	
LESS THAN SIGNIFICANT IMPACT	The proposed project site is within an urbanized region, and in a neighborhood which is largely designated for high medium density Residential uses on Bonnie Brae Street, and Commercial uses on 6th Street, and will not directly or indirectly result in the conversion of any farmland to non-agricultural uses or forest land to non-forest uses.	
AIR QUALITY		
LESS THAN SIGNIFICANT IMPACT	The proposed project for 53 residential dwelling units is well below the 261 unit threshold for potentially significant air quality impacts, and is therefore not expected to conflict or obstruct with the implementation of the SCAQMD or congestion management plan. However the development of the proposed project will temporarily generate emissions from heavy-duty construction vehicles and construction workers' vehicles. In addition, fugitive dust would be generated by construction activities. Because of the construction timeframe, and the normal day-to-day variability in construction activities, it is difficult, if not impossible, to precisely quantify the daily and quarterly emissions associated with the proposed construction activities. However, the timeframe for construction with the incorporated mitigation measures is minimal and is not anticipated to have any significant impacts.	
POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The construction phase may contribute to the existing basin-wide air quality violations. In addition, an air filtration system will be required to address air quality for the inhabitants. These impacts will be mitigated to a level less than significant by the proposed mitigation measures.	III-10 An aggressive dust control program will be required to control fugitive dust.
LESS THAN SIGNIFICANT IMPACT	The proposed project for 53 residential dwelling units is not expected to result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainable under an applicable federal or state ambient air quality standard. The operational	

Impact?	Explanation	Mitigation Measures
	emissions does not increase as there is no demolition. Possible project-related air quality concern will derive from the mobile source emissions that will be generated from the residential uses for the project site. Operational emission impacts will be at a less-than-significant level.	
d. LESS THAN SIGNIFICANT IMPACT	The project site is not located within the South Coast Air Quality Management District. Therefore, exposures to substantial pollution concentrations would be less than significant.	
e. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<b>Multifamily residential properties are generally not considered substantial point sources of objectionable odors. Therefore, the proposed project of 53 residential dwelling units is unlikely to result in a huge and new sources of objectionable odors affecting a substantial number of people, and hence the minimum amount of objectionable odors will be mitigated to bring the impact of these odors to less than significant.</b>	<b>III-60</b> The implementation of these mitigation measures will reduce any objectionable odors to a less than significant level.
<b>IV. BIOLOGICAL RESOURCES</b>		
a. LESS THAN SIGNIFICANT IMPACT	The subject site is currently vacant and lacks vegetated habitat supportive of wild life, apart from one tree on the north west corner of the site. Development of the project site will not adversely effect either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.	
b. LESS THAN SIGNIFICANT IMPACT	Less than significant impact will result as the subject site is located in an urbanized area that does not contain any riparian habitat or other sensitive natural community. The subject site has not been identified as being a Significant Ecological Area (City of Los Angeles, Environmental and Public Facilities Map 1996)	
c. LESS THAN SIGNIFICANT IMPACT	Less than significant impacts will occur as the subject site does not contain any wetlands.	
d. LESS THAN SIGNIFICANT IMPACT	The subject site is located in a developed and urbanized region that is mostly segmented and lacks the continuity that is consistent with those known to support any non-avian candidate, sensitive, or special-status species. Additionally, the subject site is currently vacant and lacks	



Impact?	Explanation	Mitigation Measures
	vegetated habitat supportive of wildlife. Development of the project site will not adversely interfere substantially with the movement of any native resident or migratory fish or wildlife species.	
e. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The subject site is currently vacant and lacks vegetated habitat or protected trees except one tree on the north-west corner of the site. Mitigation is required in order to ensure impacts to the tree on site will be less than significant.	IV-20, IV-70 The potential impacts due to an on-site tree will be reduced to a less-than-significant level by the implementing the mitigations measures IV-70
f. LESS THAN SIGNIFICANT IMPACT	According to Biological Resource Areas Maps (Coastal and Southern Geographical Area) in the Los Angeles CEQA Threshold Guide (2006), the project site is not designated as an Open Space/ Habitat area, nor is it located in an Open Space/ Habitat area. It is within the vicinity of a significant ecological area (Mac Arthur Park) that may require protection. There are no relevant active ordinances protecting biological resources that may prevent this project from being approved at this time. Less than significant impacts are anticipated.	

#### V. CULTURAL RESOURCES

a. LESS THAN SIGNIFICANT IMPACT	The subject site is currently vacant and not identified as being a site or an area of historical significance. Therefore, impacts to historic resources are less than significant.	
b. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The subject site is not in the vicinity of an Archeological Survey Area or an Archeological Site, hence there is less than significant impact caused due to the proposed project. However, since the proposed project would include necessary excavation, this does not preclude the potential that unknown archeological resources exist below the surface, and that these resources could be encountered during site preparation.	V-20 Environmental impacts may result from project implementation due to the discovery of unrecorded archeological resources. However, the potential impacts will be reduced to a less-than-significant level by implementing the cultural resource mitigation measures. Discovery of potential archeological resources require expert documentation, evaluation, and conservation prior to recommencement of work.
c. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project site is located in a highly urbanized area of the City of Los Angeles. There are no unique geologic features located on-site or near the project site. As a result, the proposed project would not result in any direct or indirect impacts to unique geologic features. However, there is a remote possibility that unsuspected vertebrate fossil remains could exist below the ground surface and could be	V-30, V-40 Environmental impacts may result from project implementation due to the discovery of unrecorded paleontological resources. However, the potential impacts will be reduced to a less-than-significant level by implementing the paleontological resource mitigations measures. Discovery of potential paleontological resources requires expert

Impact?	Explanation	Mitigation Measures
	encountered during excavation necessary for grading, proposed levels and building foundations.	documentation, evaluation, and conservation prior to recommencement of work.
d. LESS THAN SIGNIFICANT IMPACT	The project site is not located within the immediate surroundings of a known burial site. Therefore, no significant impact would occur. There may be a possibility for the discovery of unrecorded human remains during the proposed grading activity.	
<b>VI. GEOLOGY AND SOILS</b>		
a. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The subject property is within 0.96 (km) from the nearest known fault - Puente Hills Blind Thrust Zone in the Los Angeles Blind Thrusts region with a B fault type, but not located in an Alquist-Priolo Fault Zone (ZIMAS). Potential impacts are considered less than significant. Additionally, due to the intense seismic environment of Southern California, there is always a potential for blind thrust faults, or otherwise unmapped faults that do not have a surface trace, to be present. New development will be required to comply with the seismic safety requirements in the California Building Code (CBC) and the California Geological Survey Special Publication 117 (Guidelines for Evaluating and Mitigating Seismic Hazards in California [1997]), which provide guidance for evaluating and mitigating earthquake-related hazards as approved by the Los Angeles Department of Building and Safety.	VI-10 The proposed seismic mitigation measures are expected to reduce potential impacts to a less-than-significant level.
b. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The subject property is within 0.96 (km) from the nearest known fault zone (ZIMAS). Any development that occurs within the geographical boundaries of Southern California has the potential of exposing people and/or structure to substantial adverse effects involving potential blind thrust faults, the rupture of a known and/or unknown earthquake faults, or strong seismic ground shaking. New development will be required to comply with the seismic safety requirements in the California Building Code (CBC) and the California Geological Survey Special Publication 117 (Guidelines for Evaluating and Mitigating Seismic Hazards in California [1997]), which provide guidance for evaluating and mitigating earthquake - related	VI-10 The proposed seismic mitigation measures are expected to reduce potential impacts to a less-than-significant level.

Impact?	Explanation	Mitigation Measures
	hazards as approved by the Los Angeles Department of Building and Safety.	
c. LESS THAN SIGNIFICANT IMPACT	The project site is not located on a site deemed liquifiable (ZIMAS) by the City of Los Angeles. Therefore, the impacts due to potential liquefaction would be less than significant.	
d. LESS THAN SIGNIFICANT IMPACT	The project site is not located in a bedrock or probable bedrock landslide area (ZIMAS) as identified by the City of Los Angeles.	
e. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The impacts related to additional grading will be reduced to a less than significant level by the incorporation of the referenced mitigation measures. Proper grading practices during the construction phases must be adhered to in accordance with City regulations in order to avoid substantial soil erosion or the loss of topsoil.	VI-20, VI-50 Short-term erosion impacts may result from the construction of the proposed project. However, these impacts can be mitigated to a less than significant level by the erosion control measures being proposed.
f. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed project is not located in either a liquefaction zone (ZIMAS), or a landslide zone (ZIMAS). However, the project site has slope that will require extensive grading. Therefore, development of this project will require submission of geotechnical report which shall include measures to reduce impacts to less than significance.	VI-50 Short-term erosion impacts may result from the construction of the proposed project. However, these impacts can be mitigated to a less than significant level by the erosion control measures being proposed.
g. LESS THAN SIGNIFICANT IMPACT	Safe construction practices would be exercised through compliance with the city of Los Angeles Building code, which includes building foundation requirements appropriate to site condition. Therefore, impacts associated with this issue would be less than significant.	
h. LESS THAN SIGNIFICANT IMPACT	The project site is located in a developed area of the City of Los Angeles, which is served by a wastewater collection, conveyance and treatment system operated by the City. No septic tanks or alternative disposal system are necessary, nor are they proposed. Therefore, less than significant impact would occur.	
<b>VII. GREEN HOUSE GAS EMISSIONS</b>		
a. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	Implementation of the proposed project might contribute to long-term increases in greenhouse gases (GHGs) as a result of traffic increase (mobile sources) and minor secondary fuel combustion emissions from space heating, etc. The impacts related to	VII-10 Project-specific mitigation will be required in order to reduce the global cumulative impact from project implementation. Construction related impacts will be reduced to a less-than-significant level through the

Impact?	Explanation	Mitigation Measures
	potential green house gas emissions will be reduced to a less than significant level by incorporation of the referenced mitigation measures.	implementation of Mitigation Measures in Sections III.a. and III.b.
b. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The impacts related to potential green house gas emissions will be reduced to a less than significant level by incorporation of the referenced mitigation measures.	VII-10 Project-specific mitigation will be required in order to reduce the global cumulative impact from project implementations. Construction related impacts will be reduced to a less-than-significant level through the implementation of Mitigation Measures in Sections III.a. and III.b.
<b>VIII. HAZARDS AND HAZARDOUS MATERIALS</b>		
a. LESS THAN SIGNIFICANT IMPACT	The proposed project would involve the use of minimal amounts of hazardous materials for routine cleaning typical of residential uses. As such, the proposed project would not pose a substantial risk involving the routine transport, use and disposal of hazardous materials. Therefore, impacts associated with this issue would be less than significant.	
b. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project site is currently unoccupied and empty. Safe construction practices would be exercised through compliance with the city of Los Angeles Building code. Therefore, it is unlikely that hazardous materials would release to the environment because of this project. As such, there would be less than significant impact. However, sediment resulting from construction activities carries with it work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life. Therefore, short term impacts may result during the construction period and incorporation of Mitigation Measures IX-20 and XVII-100 would reduce impacts to below the level of significance.	VIII-10, VIII-20 The project may result in impacts resulting from the release of hazardous materials into the environment. However, the construction mitigation measures IX-20 and XVII-100 would reduce impacts to below the level of significance.
c. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project site is located within 0.6 mile of the following schools: Esperanza Elementary School, located 0.3 mile south of the project site at 680 Little Street in the City of Los Angeles, and Camino Nuevo Charter Academy (Burlington K-8 Site), located 0.6 mile southwest of the project site at 1643 W Ingraham Street in the City of Los Angeles. The existing buildings on the project site are likely contain asbestos building materials and lead-based	VIII-20 The project may result in impacts resulting from the release of hazardous materials into the environment. However, the construction mitigation measures IX-20 and XVII-100 would reduce impacts to below the level of significance.

Impact?	Explanation	Mitigation Measures
	paints. Given the proximities of the schools referenced above, demolition activities have the potential to expose the children of these schools to hazardous materials.	
d. NO IMPACT	The project is not located on a site which is included on the list of hazardous materials sites.	
e. NO IMPACT	The two airports closest from the project site are Bob Hope Airport and Los Angeles International Airport, both of which are located more than 13 miles from the project site. Furthermore, the project site is not located within an airport land use plan boundary. Therefore, no impact would occur.	
f. NO IMPACT	The proposed project is not located in the vicinity of a private airstrip. Therefore, no impact would occur.	
g. NO IMPACT	The proposed project does not impair implementation of or physically interfere with an adopted emergency response plan or any evacuation plan.	
h. NO IMPACT	The proposed project is not located in a Very High Fire Severity Zone as designated by the Los Angeles Fire Department. This site is located in Fire District No. 1 area and a highly urbanized area of the City that does not include wildlands or high fire hazard terrain or vegetation; therefore, no impact would occur and if any, the referenced mitigation measure shall be applied to reduce any potential impacts to less than significant.	
<b>IX. HYDROLOGY AND WATER QUALITY</b>		
a. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The California Regional Water Quality Control Board (CRWQCB) has imposed waste discharge requirements upon the City of Los Angeles resulting in the recommendation that applicants contact and coordinate with the Department of Public Works, Bureau of Sanitation, Watershed Division, SUSMP Plan Review Section at (213) 482-7066 or (213) 485-0576, prior to submitting and application to the City Planning Department. The design of a project may require alterations in order to incorporate SUSMP requirements.	IX-10, IX-30

Impact?	Explanation	Mitigation Measures
LESS THAN SIGNIFICANT IMPACT	The project would require excavation of approximately 11,000 cubic yards of dirt to accommodate the proposed two-level subterranean parking. It is possible that ground water would be encountered during excavation activities; however, it would be very unlikely that excavation activities would substantially interfere groundwater recharge or lower ground water supply. Therefore, impacts associated with this issue would be less than significant.	
LESS THAN SIGNIFICANT IMPACT	Construction of the proposed project would involve excavation of 11,000 cubic yards of dirt to accommodate two level subterranean parking garage. Therefore, construction of the proposed project would have the potential to increase the amount of erosion generated at the project site due to altered drainage patterns. Nonetheless, adherence to the construction mitigation measure recommended in response to VIII b would reduce short-term construction impacts associated with erosion to a less than significant level. In addition, the project site is not located adjacent to any stream or river. Therefore, operation of the proposed project would not result in substantial siltation and/or erosion due to altered drainage patterns and impacts associated with this issue would be less than significant.	
POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project site is currently vacant land. The project is not proposing any water wells and/or pump stations that may be used to tap into existing ground water supplies or interfere with groundwater recharge. However, any potential impacts will be mitigated to a level of insignificance by incorporating storm water pollution control measures, as required by Ordinance No. 172,176 and Ordinance No. 173,494 which specify storm water and urban runoff pollution control and requires the application of Best Management Practices (BMPs). Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. Applicants must meet the requirements of the Standard Urban Storm Water Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board, including the City's standard mitigation measures (A copy of the SUSMP can	IX-30

Impact?	Explanation	Mitigation Measures
	be downloaded at: <a href="http://www.swrcb.ca.gov/rwqcb4/">http://www.swrcb.ca.gov/rwqcb4/</a> ).	
e. LESS THAN SIGNIFICANT IMPACT	The proposed project would add a 6-story, 53-unit multi-family residential building, including two levels of subterranean parking garage to a currently vacant site. Implementation of the proposed project would result in an increase in impervious surface, and this increase is not anticipated to exceed the capacity of the existing storm drain system. Therefore, the proposed project would not result in an increase of storm water runoff to a level that would exceed the capacity of the storm drain system currently serving a project site and impacts would be less than significant. The proposed project would have the potential to generate short-term construction related storm water pollution associated with construction material containing pollutants and the maintenance and operation of any demolition equipment that may leak hazardous materials into the storm drains surrounding the project site.	
f. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The California Regional Water Quality Control Board (CRWQCB) has imposed waste discharge requirements upon the City of Los Angeles resulting in the recommendation that applicants contact and coordinate with the Department of Public Works, Bureau of Sanitation, Watershed Division, SUSMP Plan Review Section at (213) 482-7066 or (213) 485-0576, prior to submitting an application to the City Planning Department. The design of a project may require alterations in order to incorporate SUSMP requirements.	IX-20, IX-30
g. NO IMPACT	The project site is not located within an area identified by Federal Emergency Management Agency (FEMA) as a special flood hazard area. Therefore, the proposed project would be no impact associated with this issue.	
h. NO IMPACT	The project site is not located in an area identified by FEMA as a special flood hazard area. The proposed residential building would not be situated in an area where it would impede or redirect flood flow, as the project site is not located proximate to any bodies of water. Therefore, there would be no impact associated with this issue.	

Impact?		Explanation	Mitigation Measures
i.	NO IMPACT	The project site is not located within a City-designated potential inundation basin. As such, the proposed project would not introduce persons or structure to flooding risks from levee or dam failure, and no impact would occur.	
j.	LESS THAN SIGNIFICANT IMPACT	The project is not in the vicinity of any major water bodies; therefore, risks associated with seiches or tsunamis would be low at the project site. According to the City's Safety Element, the project site and its surrounding are not located in a City designated Hillside Area. Therefore, the risk associated with mudflow would also be less than what would otherwise be considered low. As such, impacts associated with mudflow would be less than significant.	
<b>X. LAND USE AND PLANNING</b>			
a.	LESS THAN SIGNIFICANT IMPACT	The new development would not consist of the placement of a new roadway or other physical barrier, which could physically divide an established community. As such, the project has a less than significant impact.	
b.	NO IMPACT	The subject site is within the Westlake Community Plan Area. The properties are currently zoned C2-1. C2 zone permits development density of 400 sq. foot per dwelling unit (LAMC). The 53 units will be developed on 22,500 square foot combined parcel area, which has a density of 424 square foot per dwelling unit, exceeding the required 400 square foot per dwelling unit. The project is consistent with the LAMC requirement resulting in no impacts to land use.	
c.	LESS THAN SIGNIFICANT IMPACT	The project site and the surrounding area are part of the highly urbanized area in the City of Los Angeles, and are not included in any draft or adopted habitat conservation Plan, Natural Community Conservation Plan, or other approved local, regional or the approved local, regional, or state habitat conservation plan. Therefore, no impact would occur.	
<b>XI. MINERAL RESOURCES</b>			
a.	NO IMPACT	The project site is located within a designated Commercial zone, and is not known to contain any significant mineral resources (Environmental and Public Facilities Maps 1996). In addition, the project site is not located in a known Oil Field (NaviagteLA). Therefore, no impacts are anticipated.	



Impact?	Explanation	Mitigation Measures
b. LESS THAN SIGNIFICANT IMPACT	The project is not located within Surface Mining District or an MRZ-2 Area. The proposed project would not involve any mineral or oil extraction activities. Therefore, impacts associated with the loss of availability of a known locally-important mineral resource would be less than significant.	
<b>XII. NOISE</b>		
a. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<b>During the construction phase of the project, the applicant will be required to comply with the City's Noise Ordinance and the attached construction noise mitigation measures will reduce the impact to a less than significant level.</b>	XII-10, XII-20, XII-170
b. LESS THAN SIGNIFICANT IMPACT	Ground borne vibration and noise levels in residential land uses are lower than those found in commercial or industrial land uses and are unlikely to exceed levels established in the General Plan or Municipal Code. However, the proposed project is expected to create a temporary increase in ground borne vibration and/or ground borne noise during the construction phase, due to the heavy construction equipment and related construction activity, and could be audible to the closest residents to the project site. However, the duration of construction activities on the proposed site is expected to be short-term. The Municipal Code limits construction hours, therefore construction of the project will be typical of residential structures and impacts from excessive ground borne vibration and noise levels are anticipated to be less than significant.	
c. LESS THAN SIGNIFICANT IMPACT	The project is located along 6th Street, a major thoroughfare in the region. The project proposes 53-unit multi-family residential, the impacts of which would be considered less than significant. Noise levels generated by the HVAC equipment serving the proposed project would not be allowed to exceed the ambient noise level by five decibels on the premises of the adjacent properties, a substantial permanent increase in noise level would not occur at the nearby sensitive receptors. The subterranean parking structure of the proposed project would be fully enclosed on all sides; noises generated from the structure would not affect the existing off-site sensitive receptors located adjacent to the project	

Impact?	Explanation	Mitigation Measures
	site. The project does not propose any surface parking areas. Thus, new permanent ambient noise levels associated with the proposed project would be less than significant.	
d. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	Noise impacts related to this matter are temporary and caused by the construction period of the project. Applying the referenced mitigation measures will minimize the impacts to less than significant.	XII-10, XII-20
e. NO IMPACT	There are no airports within a two-mile radius of the project site, and the project site is not within any airport land use plan or airport hazard zone. The proposed project would not expose people to excessive noise levels associated with airport uses. No impact would occur.	
f. NO IMPACT	The project site is not located in the vicinity of a private airstrip. As no such facilities are located in the vicinity of the project site, no impact would occur.	
<b>XIII. POPULATION AND HOUSING</b>		
a. LESS THAN SIGNIFICANT IMPACT	The project is located in a highly urbanized and dense area. The project proposes to add 53 units of residential to the area which would directly contribute to the population to the Westlake Community Plan Area. The proposed project would generate a marginal number of new residents to the area, which is not considered a substantial increase in population for the Westlake Community Plan Area. Therefore, the project has a less than significant impact to the area.	
b. NO IMPACT	The project site is currently vacant, no existing houses would be affected as a result of the proposed project.	
c. NO IMPACT	The project site is currently vacant. Therefore, residents would not be displaced as a result of the proposed project.	
<b>XIV. PUBLIC SERVICES</b>		
a. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project will be reviewed by the LA Fire Department and the fire protection impacts shall be minimized to a less than significant level.	XIV-10
b. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The area in which this project is proposed is currently being served by the Los Angeles Police Department, Rampart Community Police Station, located at 1401 West 6th St. By increasing the number of dwelling	XIV-30

Impact?	Explanation	Mitigation Measures
	units and residents on the site, the project may result in increased demand for police services. Any potential impacts will be mitigated to a level of less than significant with the implementation of the recommended mitigation measures. There is an increased possibility for trespassing, vandalism, and unattractive nuisances during the construction phase. However, temporary fencing during the construction phase should be enough to feasibly deter such activities.	
c. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project will create 53 new units and LAUSD fees will be required to mitigate impacts associated with the increased housing.	XIV-40, XIV-60
d. LESS THAN SIGNIFICANT IMPACT	The project will increase the population density within the Westlake Community Plan area, but will not require any major acquisition or expansion of existing open space and parkland; however, payment of the City's recreation and park fees/ dwelling unit construction tax are recommended in Section XV a. of this document is expected to mitigate any increased demand on parkland and open space.	
e. LESS THAN SIGNIFICANT IMPACT	The proposed project will be served by two Los Angeles Public Libraries in the area; Felipe De Neve Branch Library, located at 2820 W. 6th Street, and Pico Union Branch Library, located at 1030 S. Alvarado Street, both branches located within 1 mile from the project site. The proposed project will add 53 residential units to the area, which is not expected to be substantial such that a new or expanded library facility would need to be constructed. As such, no new or expanded libraries would need to be constructed to accommodate the library service demands of the proposed project residents and, thus, a less than significant impact would occur.	
<b>XV. RECREATION</b>		
a. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed project would increase the residential population within the Westlake Community Plan Area by approximately 100 plus residents, resulting in generating an increase in the demand for parks and recreational facilities in the project area. In addition, the proposed project would further strain parks and recreational facilities. In order to help alleviate the	XV-10 Payment of the City's dwelling unit construction tax should mitigate any increased demand on neighborhood and regional parks or other recreational facilities.

Impact?	Explanation	Mitigation Measures
	burden upon existing recreational and park facilities, the proposed project would provide approximately 7,893 square feet of common and private open space within the project site. Payment of the City's dwelling unit construction tax should mitigate any increased demand on neighborhood and regional parks or other recreational facilities.	
b. LESS THAN SIGNIFICANT IMPACT	The project is not currently proposing the construction or expansion of public recreational facilities.	
<b>XVI. TRANSPORTATION/TRAFFIC</b>		
a. LESS THAN SIGNIFICANT IMPACT	The project would develop 53-unit apartment building on vacant land. According to the Site Plan Review-Transportation Analysis Form issued by the Department of Transportation (D.O.T), the proposed 53 residential units is expected to generate approximately 352 daily trips and approximately 33 Weekday P.M. trips, below the 500 daily trip or 43 P.M. Peak Hour vehicle trip thresholds for potentially significant impacts. Although the project will result in an increase in traffic, the increase is expected to have a less than significant impact on the existing load and capacity of the street system.	
b. LESS THAN SIGNIFICANT IMPACT	The project would develop a 53-unit apartment building on vacant land. According to the Site Plan Review-Transportation Analysis Form issued by the Department of Transportation (D.O.T), the proposed 53 residential units is expected to generate approximately 352 daily trips and approximately 33 Weekday P.M. trips, below the 500 daily trip or 43 P.M. Peak Hour vehicle trip thresholds for potentially significant impacts. Although the project will result in an increase in traffic, the increase is expected to have a less than significant impact on the existing load and capacity of the street system.	
c. NO IMPACT	The proposed project does not include any aviation related uses. Therefore, no impact would occur.	
d. LESS THAN SIGNIFICANT IMPACT	No hazardous design features or uses would be introduced under the proposed project that would create significant hazards to the surrounding roadways. Therefore, impacts related to road design features would be less than significant.	

Impact?	Explanation	Mitigation Measures
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The impacts related to potential inadequate emergency access will be reduced to a less than significant level by the incorporation of the referenced mitigation measures.
XVI-30, XVI-40, XVI-50	f.	LESS THAN SIGNIFICANT IMPACT
The project site is located along 6th Street, which provides two bus routes, allowing residents and their patrons to access the project site via public transit from locations throughout the City and region. Public transportation in the study area is provided by Metro and LADOT. Metro provides routes 18 along 6th Street. LADOT operates one DASH service route through the study area. Implementation of the proposed project is not anticipated to involve any permanent lane closures or otherwise impact public transit service. Moreover, the proposed project would not conflict with adopted policies, plans, or programs that support alternative transportation. Therefore, impacts associated with alternative transportation would be less than significant.		
<b>XVII. UTILITIES AND SERVICE SYSTEMS</b>		
a.	LESS THAN SIGNIFICANT IMPACT	Waste water from the project site is conveyed via municipal sewage infrastructure maintained by the City of Los Angeles Bureau of Sanitation to the Hyperion Treatment Plant (HTP). The HTP is a public facility and is, therefore, subject to the State's wastewater treatment requirements. Wastewater from the project site is and would continue to be treated according to the wastewater treatment requirements enforced by the Los Angeles RWQCB. Therefore, no impact would occur.
	b.	LESS THAN SIGNIFICANT IMPACT
The proposed 53-unit apartment building will connect to the City's existing water and wastewater treatment facilities, and is not expected to create a need to expand these existing facilities. Moreover, the mitigation measures in section XVII d of this document are expected to further reduce the demand on the City's existing facilities.		c.
LESS THAN SIGNIFICANT IMPACT	The project is not expected to result in significant increased demand on the City's storm water drainage facilities. The proposed project will be subject to compliance with the Los Angeles County SUSMP requirements. Moreover, the mitigation measures proposed in Section IX of this document should further reduce	

Impact?	Explanation	Mitigation Measures
	these potential impacts.	
POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed 53-unit apartment dwelling units are expected to create a new demand for water. The construction, use and maintenance of 53 apartment dwelling units with a structured parking garage, and multiple landscaped areas are expected to have the potential to make a cumulatively considerable contribution to impacts on existing water supplied for the area. However, the incorporation of the proposed mitigation measures is expected to reduce the potential impacts to a level that is less-than-significant.	XVII-10, XVII-20, XVII-40
POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The impacts related to potential inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments will be reduced to a less than significant level by the incorporation of the referenced mitigation measures.	XVII-10
POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	This project will be required to provide on-site recycling containers to reduce the amount of trash going to landfills. This impact will reduce the solid waste impact to a less than significant level.	XVII-90
LESS THAN SIGNIFICANT IMPACT	Solid waste generated onsite by the proposed project would be disposed of in accordance with all applicable federal state, and local regulations, related to solid waste, such as AB939. Therefore, a less than significant impact would occur.	
III. MANDATORY FINDINGS OF SIGNIFICANCE		
LESS THAN SIGNIFICANT IMPACT	Based on the analysis contained in this Environmental Impact Analysis, with the implementation of identified mitigation measures, where applicable, the proposed project would not degrade the quality of environment and the project does not have the potential for significant environmental impacts. The proposed project would not reduce or threaten any fish or wildlife species (endangered or otherwise). Furthermore, the proposed project would not eliminate important examples of the major periods of California history or pre-history, nor do the impacts have the potential to degrade the environment. Therefore less than significant impact would occur.	

Impact?	Explanation	Mitigation Measures
b.	LESS THAN SIGNIFICANT IMPACT	The proposed project will result in environmental impacts, however, each impact can be mitigated to a less than significant level with the incorporation of the attached mitigation measures. As such, the cumulative impact of the propose project will not result in any significant impacts.
c.	LESS THAN SIGNIFICANT IMPACT	With the implementation of the recommended mitigation measures, the proposed project would not result in any unmitigated significant impacts. Thus, the project would not have the potential to result in substantial adverse effects on human beings and impacts would be less than significant.





53 UNIT AFFORDABLE SCHEME

1919 W 6TH STREET LOS ANGELES, CA 90057

LEGAL DESCRIPTION:

Lots 1, 2 and 3, in Block "B", of The Sunset Tract, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 11 Page(s) 41 of of Miscellaneous Records, in the office of the County Recorder of said county. APN: 5154-026-001

ZONING (EXISTING):

C2-1

LOT AREA:

23,775 SF (INCL. HALF ALLEY)

BUILDABLE LOT AREA:

22,500 SF

ALLOWABLE DENSITY:

59.4 UNITS (400 SF/UNIT)

HEIGHT LIMIT:

UNLIMITED

ALLOWABLE FAR:

1.5 (3.0 W/18'18")

ALLOWABLE BUILDING AREA (FAR)

67,500 SF

ZONE SETBACKS

FRONT YARD

0'-0"

WEST SIDE YARD

9'-0"

EAST SIDE YARD

9'-0"

REAR YARD

15'-0"

RECD

0'-0"

PROVIDED

0'-0"

20% REDUCTION W/18'18")

PROPOSED UNIT TOTAL:

53 UNITS

PROPOSED BUILDING AREA:

62,556 SF

PROPOSED FAR:

2.78 (based on lot area for C zone)

PROJECT INFORMATION:

UNIT MIX

TYPE	QUANTITY	SF	TOTAL SF
A1 - 1 BEDROOM - 1 BATH	26	535	13,910
B1 - 2 BEDROOM - 1 BATH	5	965	4,825
B2 - 2 BEDROOM - 1 BATH	3	991	2,973
B3 - 2 BEDROOM - 1 BATH	3	975	2,925
C1 - 3 BEDROOM - 2 BATH	5	1,160	5,800
C2 - 3 BEDROOM - 2 BATH	7	1,177	8,239
C3 - 3 BEDROOM - 2 BATH	4	1,237	4,948
TOTAL			43,620

COMMUNITY SPACE	1,849
COMMUNITY ROOM / STORAGE / RESTROOM	1,450
LAUNDRY	300
LOBBY / OFFICE / STORAGE / RESTROOM	1,427
CIRCULATION	9,925
BALCONIES	3,975
TOTAL PROJECT SF:	62,556

GARAGE	23,028
GROSS PROJECT SF:	85,584

(26) - 1 BEDROOM x 100 SF	2,600
(11) - 2 BEDROOM x 125 SF	1,375
(16) - 3 BEDROOM x 175 SF	2,800
REQUIRED OPEN SPACE:	6,775 SF
PROVIDED OPEN SPACE:	7,893 SF

COMMUNITY ROOM	1,460 SF
COURTYARD	2,533 SF
ROOF DECK	500 SF
REAR YARD	750 SF
PRIVATE BALCONIES @ 50 SF	2,650 SF

RESIDENTIAL PARKING REQUIRED:	54
TOTAL PARKING PROVIDED:	54
RESIDENTIAL PARKING PROVIDED:	52
HC PARKING (INCL. 1 VAN SPACE)	2
TOTAL PARKING PROVIDED:	54

SHEET INDEX:

G1.00 COVER SHEET	
G1.01 SITE DIAGRAM	
A0.00 PLOT PLAN	
A1.00 BASEMENT PLAN	
A1.10 FIRST FLOOR PLAN	
A1.20 SECOND FLOOR PLAN	
A1.30 THIRD FLOOR PLAN	
A1.40 FOURTH FLOOR PLAN	
A1.50 FIFTH FLOOR PLAN	
A1.60 SIXTH FLOOR PLAN	
A2.00 BUILDING PERSPECTIVES	
A2.01 BUILDING ELEVATIONS	
A2.02 BUILDING ELEVATIONS	
A3.00 BUILDING SECTIONS	
A4.00 ENLARGED UNIT PLANS A1, A2, C1, C2	
A4.01 ENLARGED UNIT PLANS B1, B2, B3, B4	
A4.02 ENLARGED COMMUNITY SPACE & LAUNDRY ROOM FLOOR PLAN	
L1.00 LANDSCAPE PLAN	



CONTEXTUAL SITE PHOTO  
SCALE: 1" = 10'



CONTEXTUAL SITE PHOTO  
SCALE: 1" = 10'

SITE PLAN REVIEW SUBMITTAL

THE PASEO AT CALIFORNIAN

1919 W 6TH STREET LOS ANGELES, CA 90057  
LEGAL DESCRIPTION: Lots 1, 2 and 3, in Block "B", of The Sunset Tract, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 11 Page(s) 41 of of Miscellaneous Records, in the office of the County Recorder of said county. APN: 5154-026-001



COVER SHEET



# SITE PLAN REVIEW SUBMITTAL

## THE PASEO AT CALIFORNIAN

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LEGAL DESCRIPTION: Lots 1, 2 and 3, in Block "D", of The Sunset Tract, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 11 Page(s) 41 of Miscellaneous Records, in the office of the County Recorder of said county. APN: 5154-026-001



SITE DIAGRAM





# SITE PLAN REVIEW SUBMITTAL

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BUILDING PERSPECTIVE



BUILDING PERSPECTIVE 1

MAY 25, 2012

A2.00



**53 UNIT AFFORDABLE SCHEME**  
1919 W 6TH STREET LOS ANGELES, CA 90057  
**LEGAL DESCRIPTION:**  
Lots 1, 2 and 3, in Block "B" of The Sunset Tract, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 11 Page(s) 41 of of Miscellaneous Records, in the office of the County Recorder of said county.  
APN: 5154-026-001

**ZONING (EXISTING):** C2-1  
**LOT AREA:** 23,775 SF (INCL. HALF ALLEY)  
**BUILDABLE LOT AREA:** 22,500 SF  
**ALLOWABLE DENSITY:** 59.4 UNITS (400 SF/UNIT)  
**HEIGHT LIMIT:** UNLIMITED  
**ALLOWABLE FAR:** 1.5 (3.0 WSB1818)  
**ALLOWABLE BUILDING AREA (FAR):** 67,500 SF

**ZONE SETBACKS**

	RECD	PROVIDED
FRONT YARD	0'-0"	0'-0"
WEST SIDE YARD	9'-0"	7'-4"
EAST SIDE YARD	9'-0"	9'-0"
REAR YARD	15'-0"	18'-0"

**PROPOSED UNIT TOTAL:** 53 UNITS  
**PROPOSED BUILDING AREA:** 62,556 SF  
**PROPOSED FAR:** 2.78 (based on lot area for C zone)

**PROJECT INFORMATION:**

UNIT MIX	QUANTITY	SF	TOTAL SF
A1 - 1 BEDROOM - 1 BATH	28	535	13,910
B1 - 2 BEDROOM - 1 BATH	5	965	4,825
B2 - 2 BEDROOM - 1 BATH	3	991	2,973
B3 - 2 BEDROOM - 1 BATH	3	975	2,925
C1 - 3 BEDROOM - 2 BATH	5	1,160	5,800
C2 - 3 BEDROOM - 2 BATH	7	1,177	8,239
C3 - 3 BEDROOM - 2 BATH	4	1,237	4,948
<b>TOTAL</b>	<b>53</b>		<b>43,620</b>

**COMMUNITY SPACE**

COMMUNITY ROOM / STORAGE / RESTROOM	1,949
LAUNDRY	1,460
LOBBY / OFFICE / STORAGE / RESTROOM	300
CIRCULATION	1,427
BALCONIES	9,295
<b>TOTAL PROJECT SF:</b>	<b>3,975</b>
<b>(FAR)</b>	<b>62,556</b>

**GARAGE**

<b>GROSS PROJECT SF:</b>	<b>23,028</b>
(26) - 1 BEDROOM x 100 SF	2,600
(11) - 2 BEDROOM x 125 SF	1,375
(16) - 3 BEDROOM x 175 SF	2,800
<b>REQUIRED OPEN SPACE:</b>	<b>6,776 SF</b>
<b>PROVIDED OPEN SPACE:</b>	<b>7,893 SF</b>

**COMMUNITY ROOM**

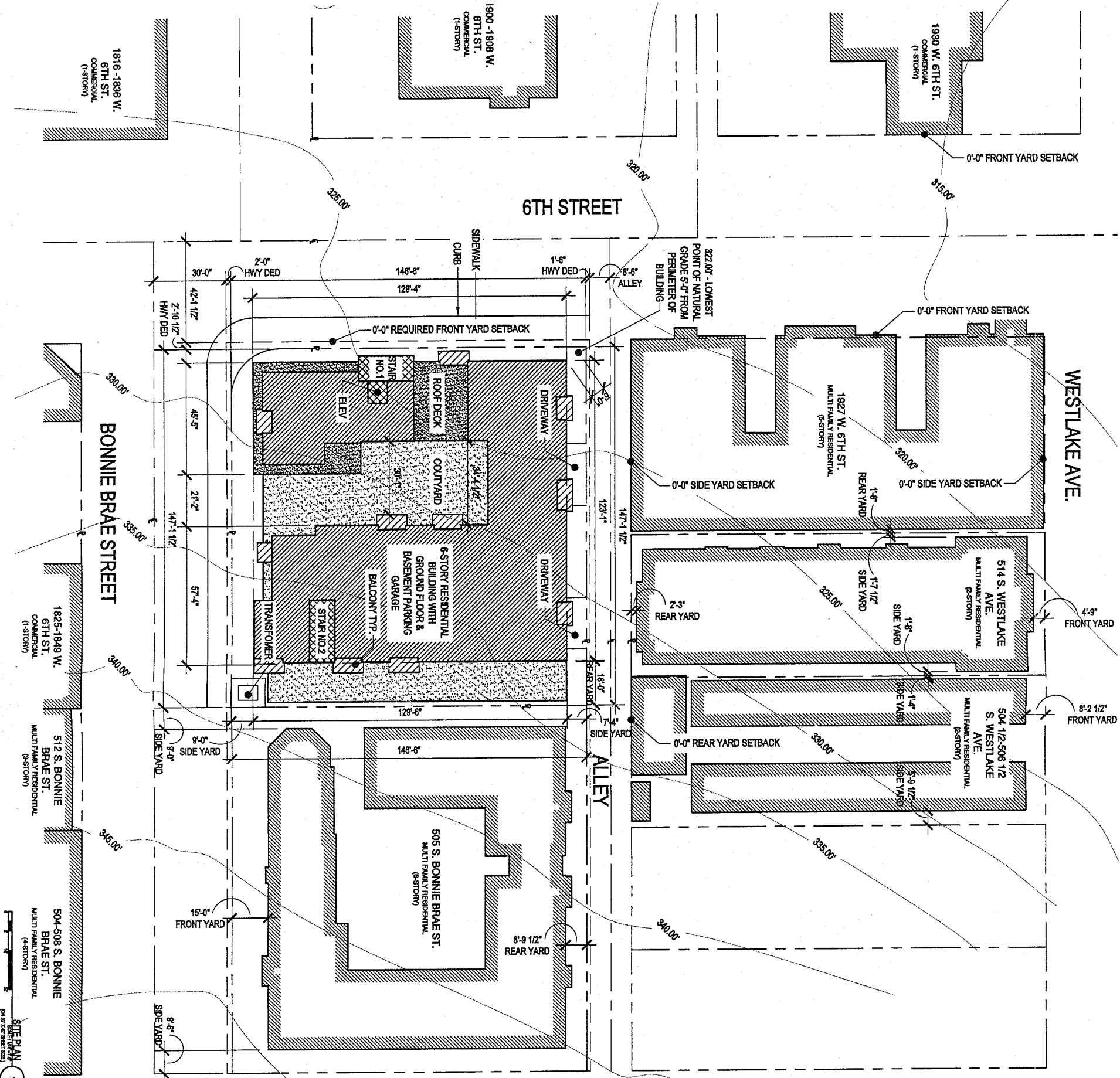
COURTYARD	1,460 SF
ROOF DECK	2,533 SF
REAR YARD	500 SF
PRIVATE BALCONIES @ 50 SF	750 SF
<b>TOTAL PROJECT SF:</b>	<b>2,650 SF</b>

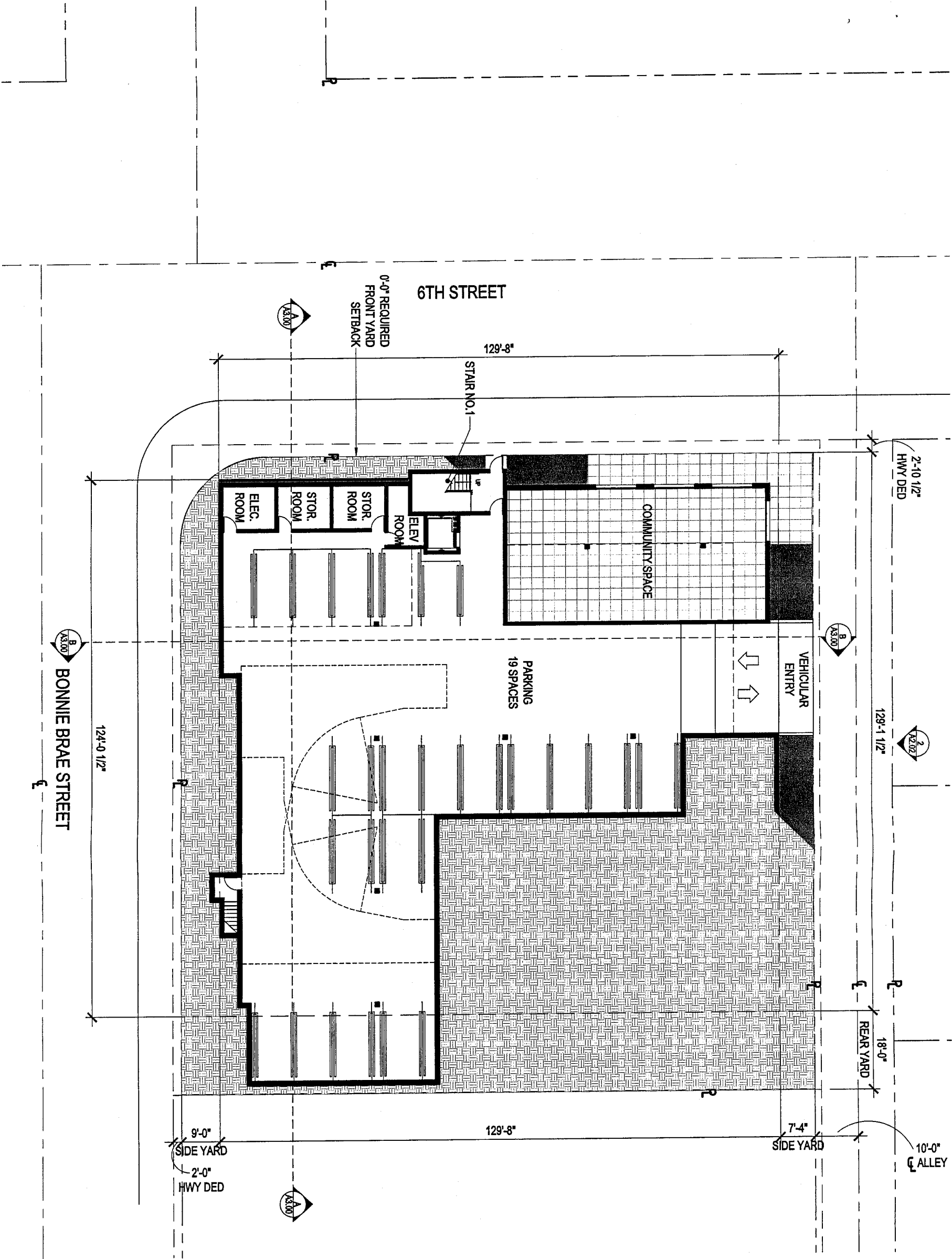
**RESIDENTIAL PARKING REQUIRED:** 54  
**TOTAL PARKING PROVIDED:** 54

**RESIDENTIAL PARKING PROVIDED:** 52  
**HO PARKING (INCL. 1 VAN SPACE):** 2  
**TOTAL PARKING PROVIDED:** 54

**SHEET INDEX:**

G1.00 COVER SHEET	
G1.01 SITE DIAGRAM	
A0.00 PLOT PLAN	
A1.00 BASEMENT PLAN	
A1.10 FIRST FLOOR PLAN	
A1.20 SECOND FLOOR PLAN	
A1.30 THIRD FLOOR PLAN	
A1.40 FOURTH FLOOR PLAN	
A1.50 FIFTH FLOOR PLAN	
A1.60 SIXTH FLOOR PLAN	
A2.00 BUILDING PERSPECTIVES	
A2.01 BUILDING ELEVATIONS	
A3.00 BUILDING SECTIONS	
A4.00 ENLARGED UNIT PLANS A1, A2, C1, C2	
A4.01 ENLARGED UNIT PLANS B1, B2, B3, B4	
A4.02 ENLARGED COMMUNITY SPACE & LAUNDRY ROOM FLOOR PLAN	
L1.00 LANDSCAPE PLAN	





PSL ARCHITECTS  
1807 24th Street, Suite 200, Los Angeles, CA 90012  
Tel: (213) 462-1000 Fax: (213) 462-1001  
www.pslarchitects.com

American Communities, LLC  
1919 W 6TH STREET, SUITE 200  
LOS ANGELES, CA 90057  
Tel: (213) 462-1000 Fax: (213) 462-1001

## SITE PLAN REVIEW SUBMITTAL

## THE PASEO AT CALIFORNIAN

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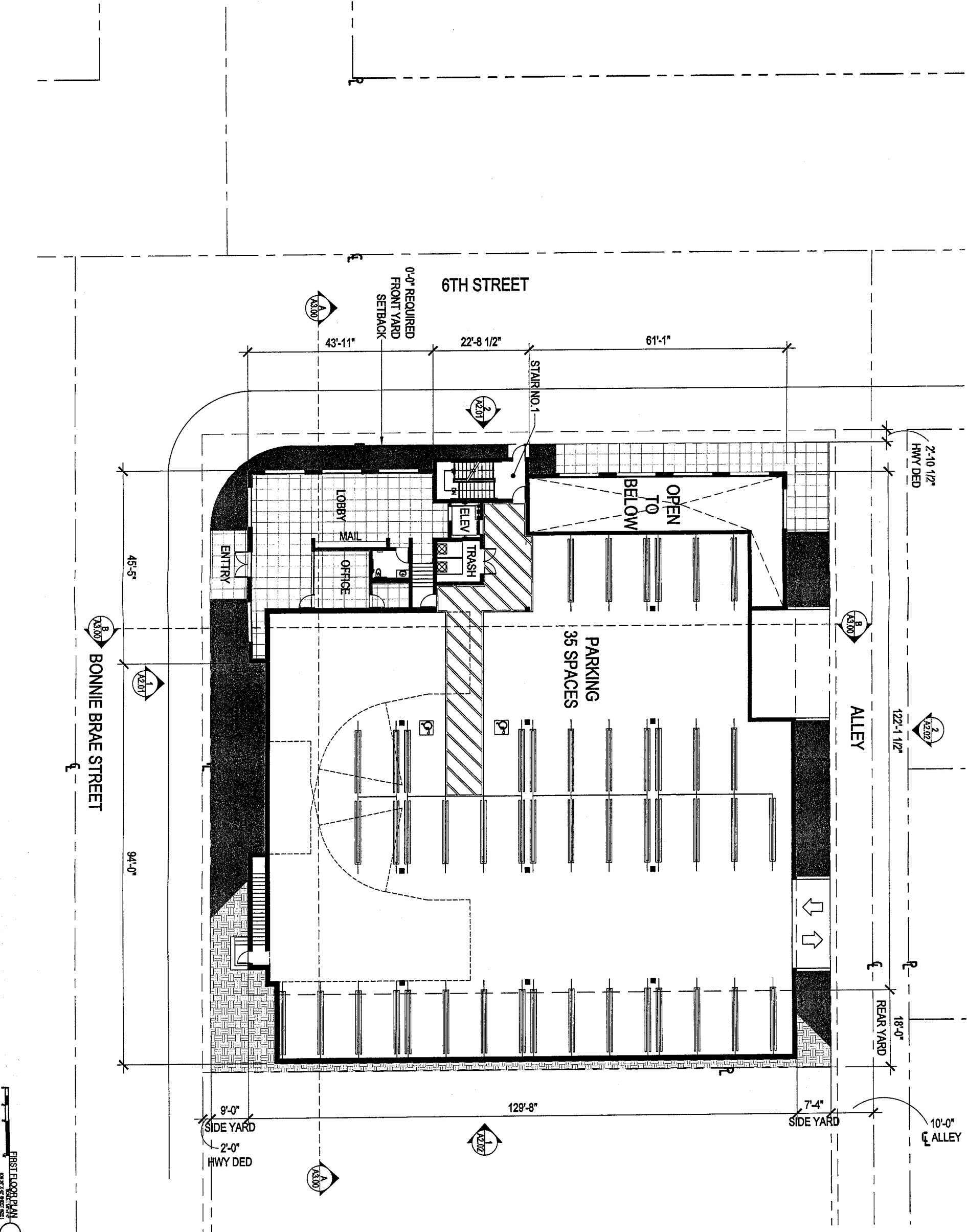


BASEMENT PLAN

BASEMENT PLAN  
1  
(Scale: 1/8" = 1'-0")

MAY 25, 2012

A1.00



FIRST FLOOR PLAN 1

MAY 25, 2012

A1.10

FIRST FLOOR PLAN



# SITE PLAN REVIEW SUBMITTAL

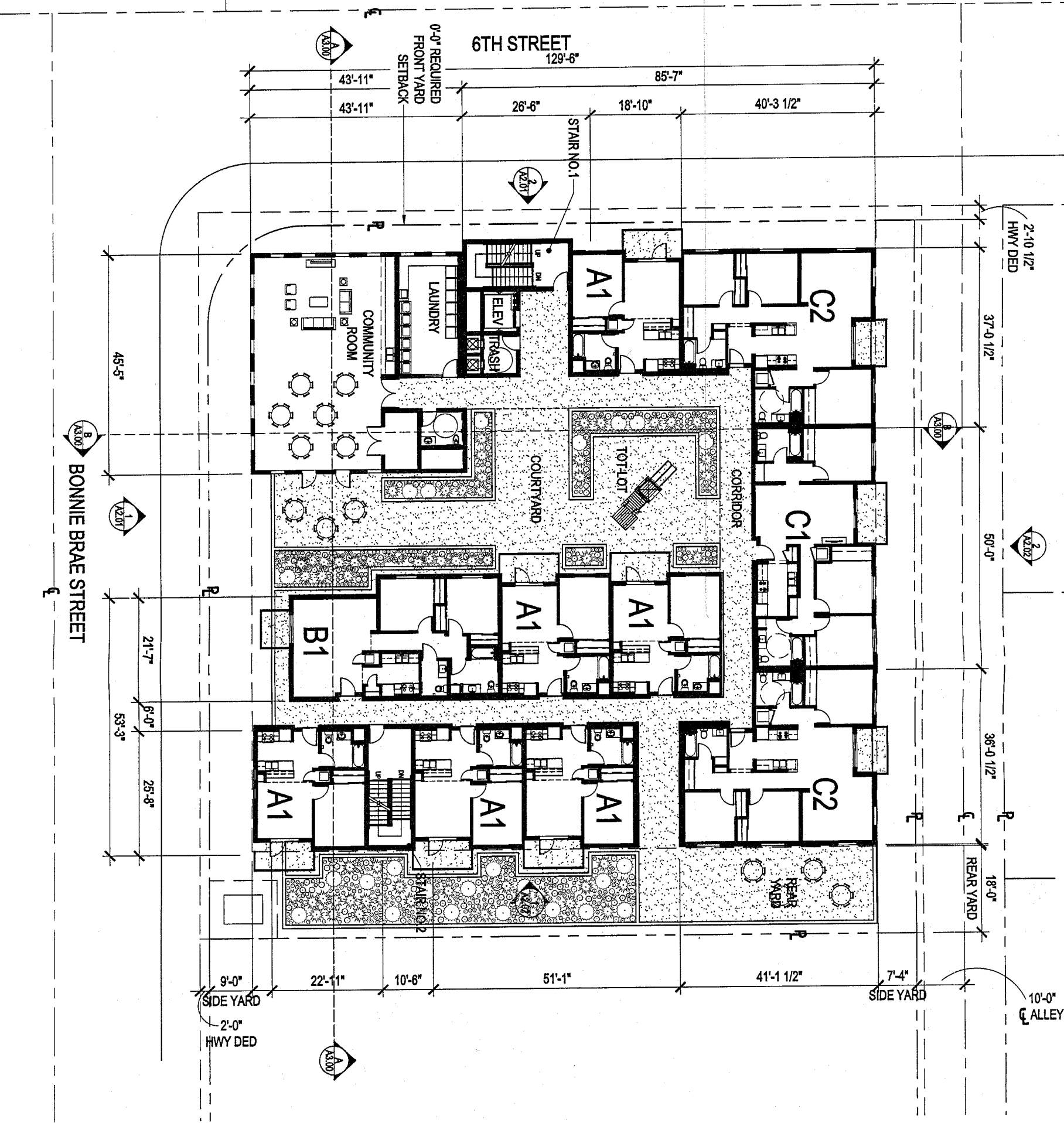
## THE PASEO AT CALIFORNIAN

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American Communities, LLC

PSL ARCHITECTS  
1919 W 6TH STREET, SUITE 100  
LOS ANGELES, CA 90057  
TEL: 213.644.0000 FAX: 213.644.0001  
WWW.PSLARCHITECTS.COM



SECOND FLOOR PLAN  
(1)

SECOND FLOOR PLAN

MAY 28, 2012  
A1.20

SITE PLAN REVIEW SUBMITTAL

**THE PASEO AT CALIFORNIAN**

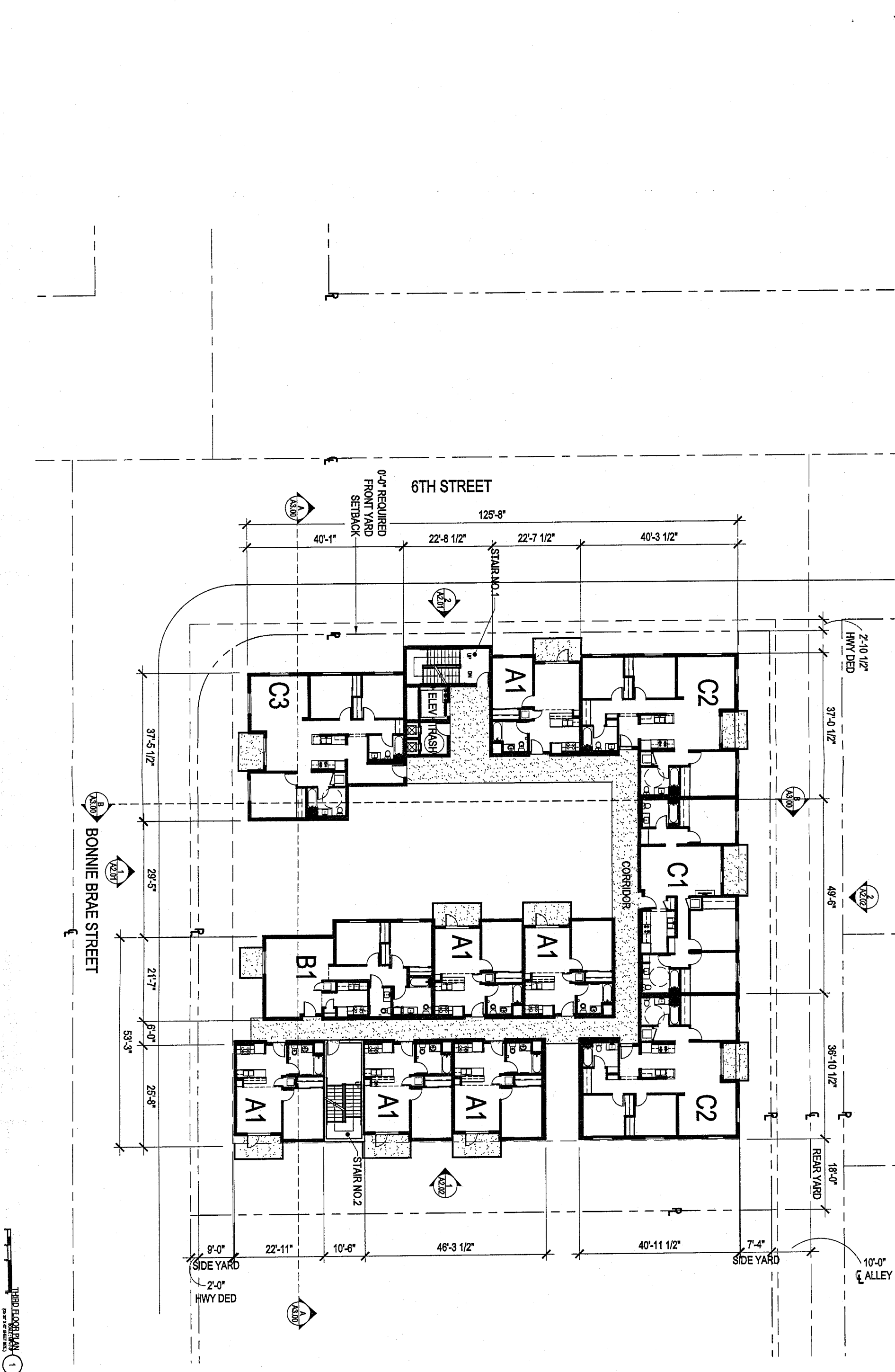
1919 W 6TH STREET LOS ANGELES, CA 90067

LEGAL DESCRIPTION: Lots 1, 2 and 3, in Block "B", of The Sunset Tract, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 11 Page(s) 41 of Miscellaneous Records, in the office of the County Recorder of said county. APN: 5154-028-001

**PSL ARCHITECTS**  
1957 Westwood Blvd., Suite 100  
Los Angeles, CA 90024  
Tel: (310) 206-1000  
Fax: (310) 206-1001  
www.pslarchitects.com

**American Communities, LLC**

1919 W 6TH STREET, LOS ANGELES, CA 90067  
LOT 1, 2 AND 3, IN BLOCK "B", OF THE SUNSET TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 11 PAGE(S) 41 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. APN: 5154-028-001



THIRD FLOOR PLAN  
1

MAY 26, 2012  
A1.30



THIRD FLOOR PLAN

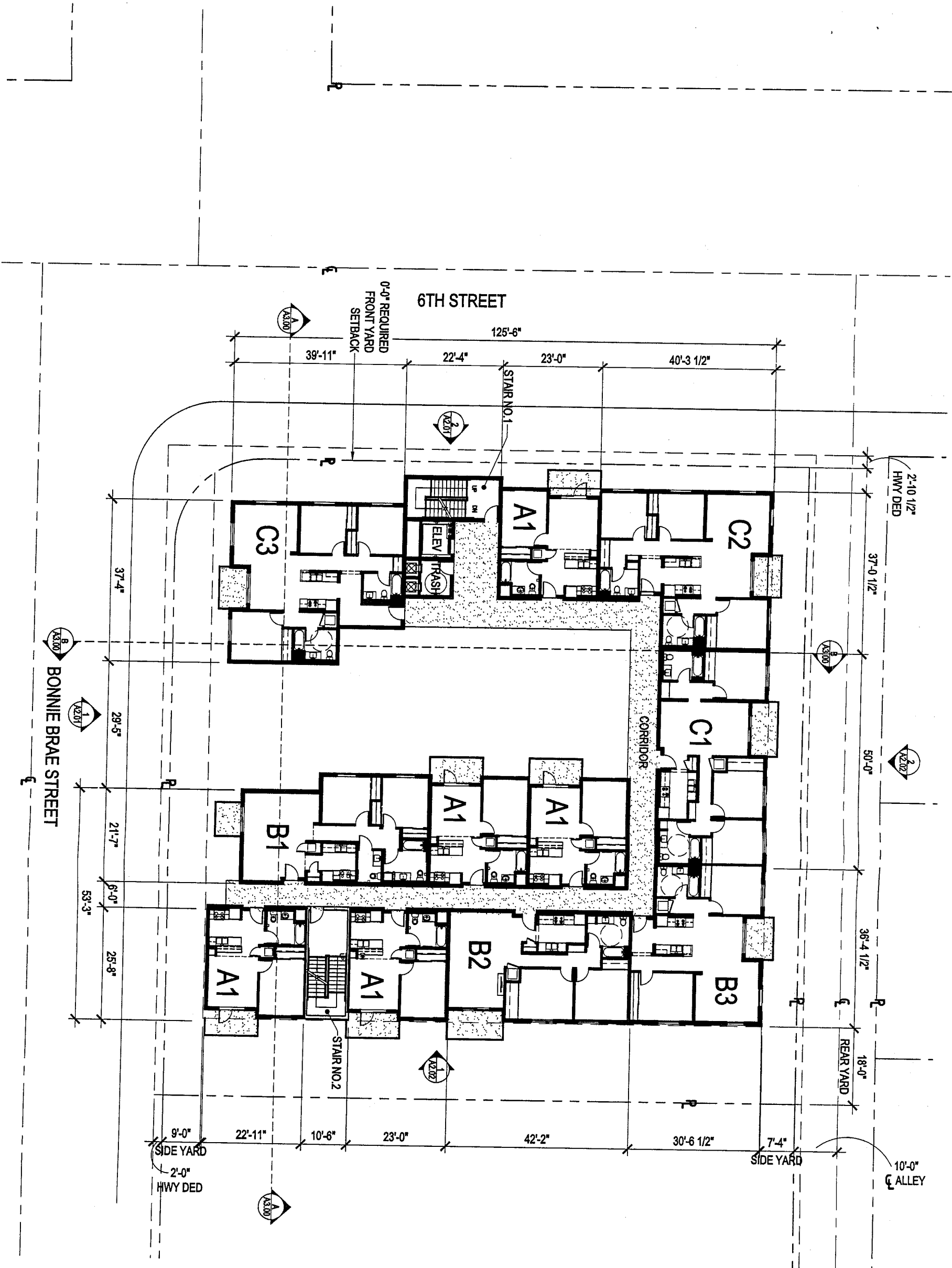
# SITE PLAN REVIEW SUBMITTAL

## THE PASEO AT CALIFORNIAN

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PSL ARCHITECTS  
1919 W 6TH STREET, SUITE 200  
LOS ANGELES, CA 90057  
TEL: 213.624.8000 FAX: 213.624.8001  
WWW.PSLARCHITECTS.COM

American Communities, LLC



FOURTH FLOOR PLAN  
1  
(1/8\"/>

FOURTH FLOOR PLAN



**SITE PLAN REVIEW SUBMITTAL**

**THE PASEO AT CALIFORNIAN**

1919 W 6TH STREET LOS ANGELES, CA 90057

LEGAL DESCRIPTION: Lots 1, 2 and 3, in Block "12", of The Sunset Tract, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 11 Page(s) 41 of Miscellaneous Records, in the office of the County Recorder of said county. APN: 6154-028-001

**PSL ARCHITECTS**  
1607 1/2th Street, Suite 200  
Los Angeles, CA 90015  
Tel: (213) 413-0000 Fax: (213) 413-0007  
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1919 W 6TH STREET, SUITE 200  
LOS ANGELES, CA 90057  
Tel: (213) 413-0000 Fax: (213) 413-0007  
www.americancommunities.com





American Communities, LLC

1919 W 6TH STREET LOS ANGELES, CA 90057  
APN: 5194-028-001

SITE PLAN REVIEW SUBMITTAL

THE PASEO AT CALIFORNIAN

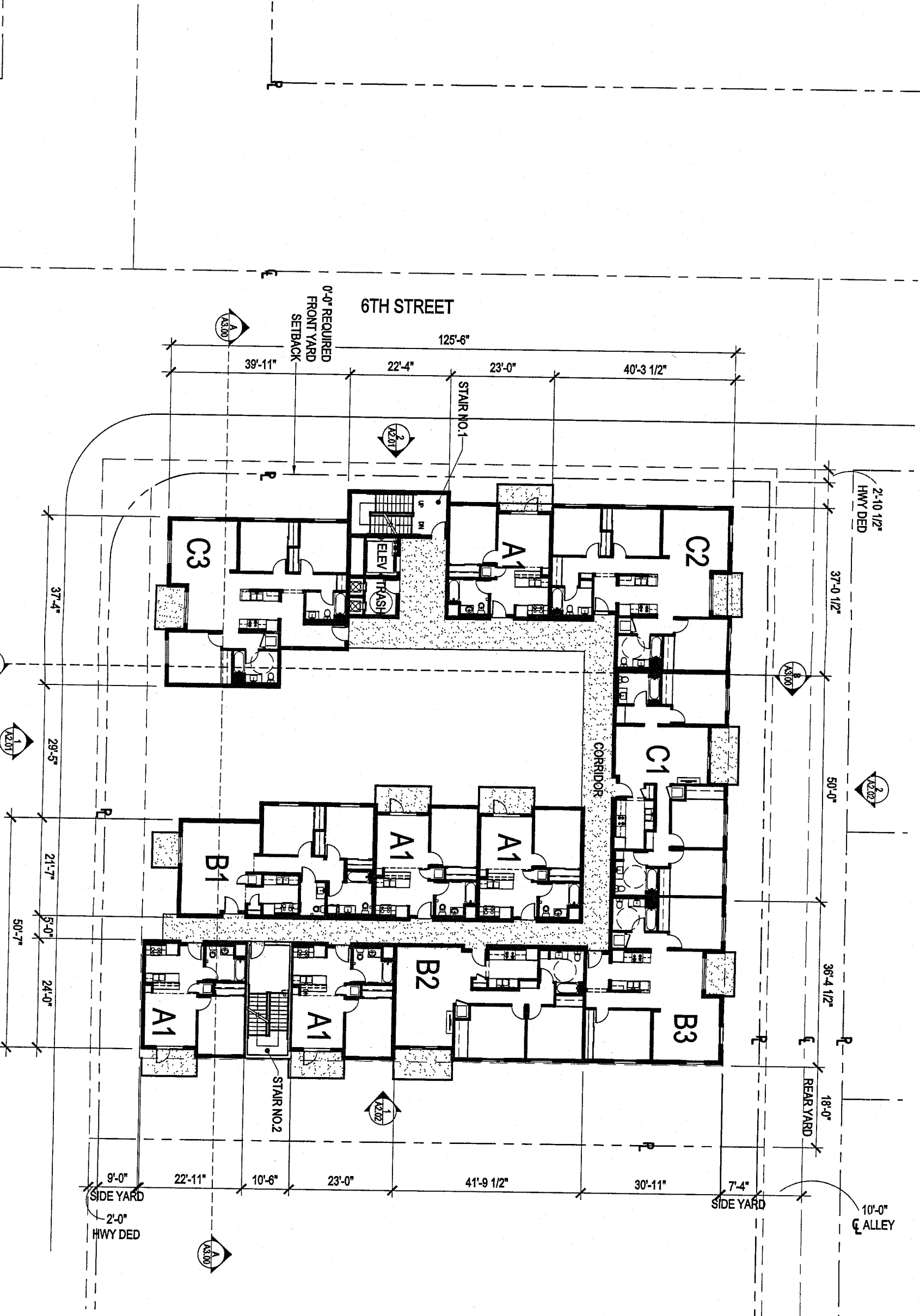
1919 W 6TH STREET LOS ANGELES, CA 90057  
LEGAL DESCRIPTION: Lots 1, 2 and 3, in Block "B", of The Sunset Tract, in the City of Los Angeles, County of Los Angeles, State of California,  
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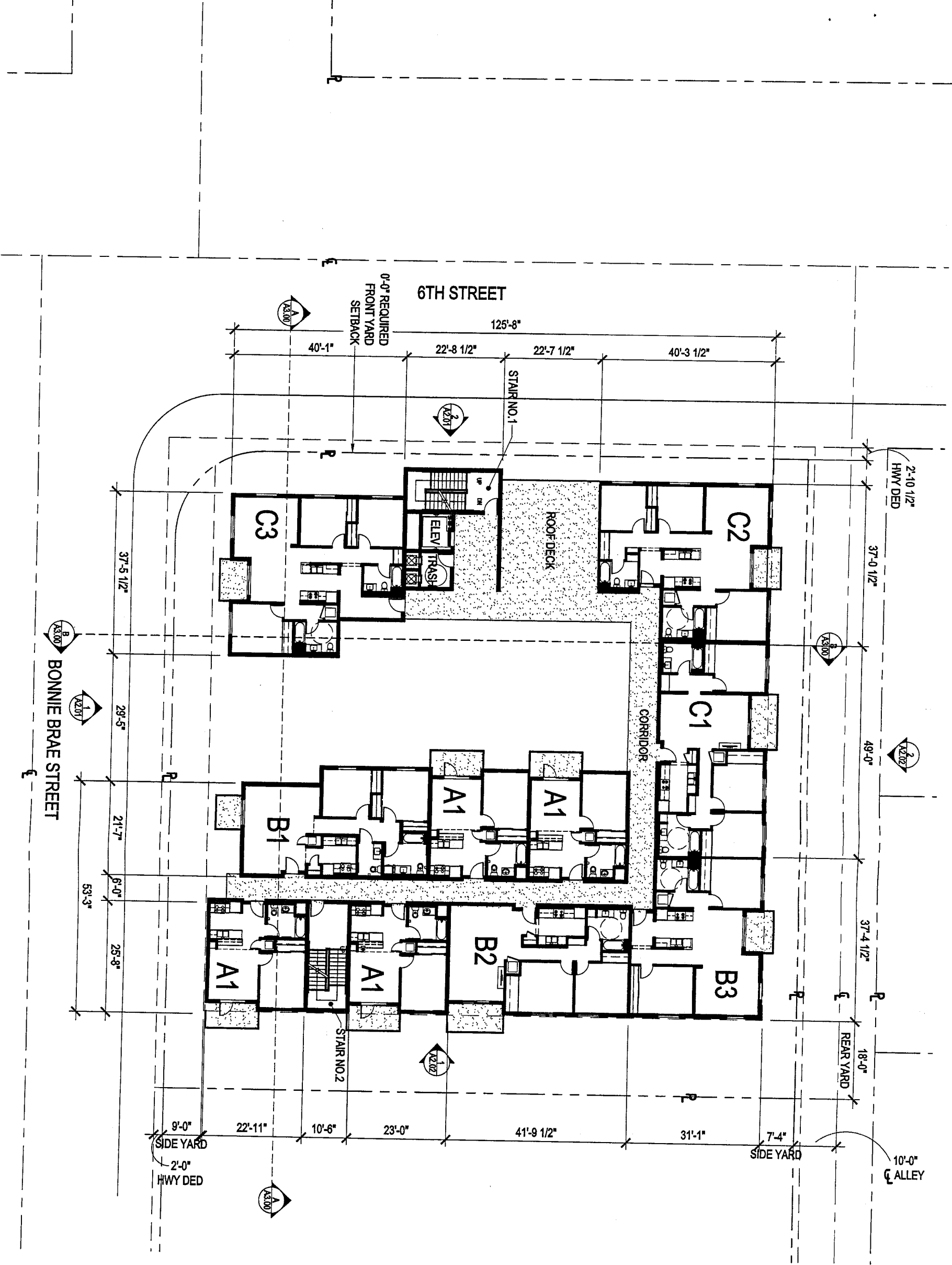
FIFTH FLOOR PLAN

MAY 26, 2012

A1.50



FIFTH FLOOR PLAN  
1  
MAY 26, 2012



SIXTH FLOOR PLAN  
1  
1/8" = 1'-0"

SIXTH FLOOR PLAN



## SITE PLAN REVIEW SUBMITTAL

### THE PASEO AT CALIFORNIAN

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PSL ARCHITECTS  
1807 Santa Anita Avenue, Suite 200, Los Angeles, CA 90033  
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American Communities, LLC

1919 W 6TH STREET, LOS ANGELES, CA 90057  
Lot 1, 2 and 3, Block "B", of The Sunset Tract  
APN: 5154-028-001

MAY 25, 2012

A1.60



# SITE PLAN REVIEW SUBMITTAL

## THE PASEO AT CALIFORNIAN

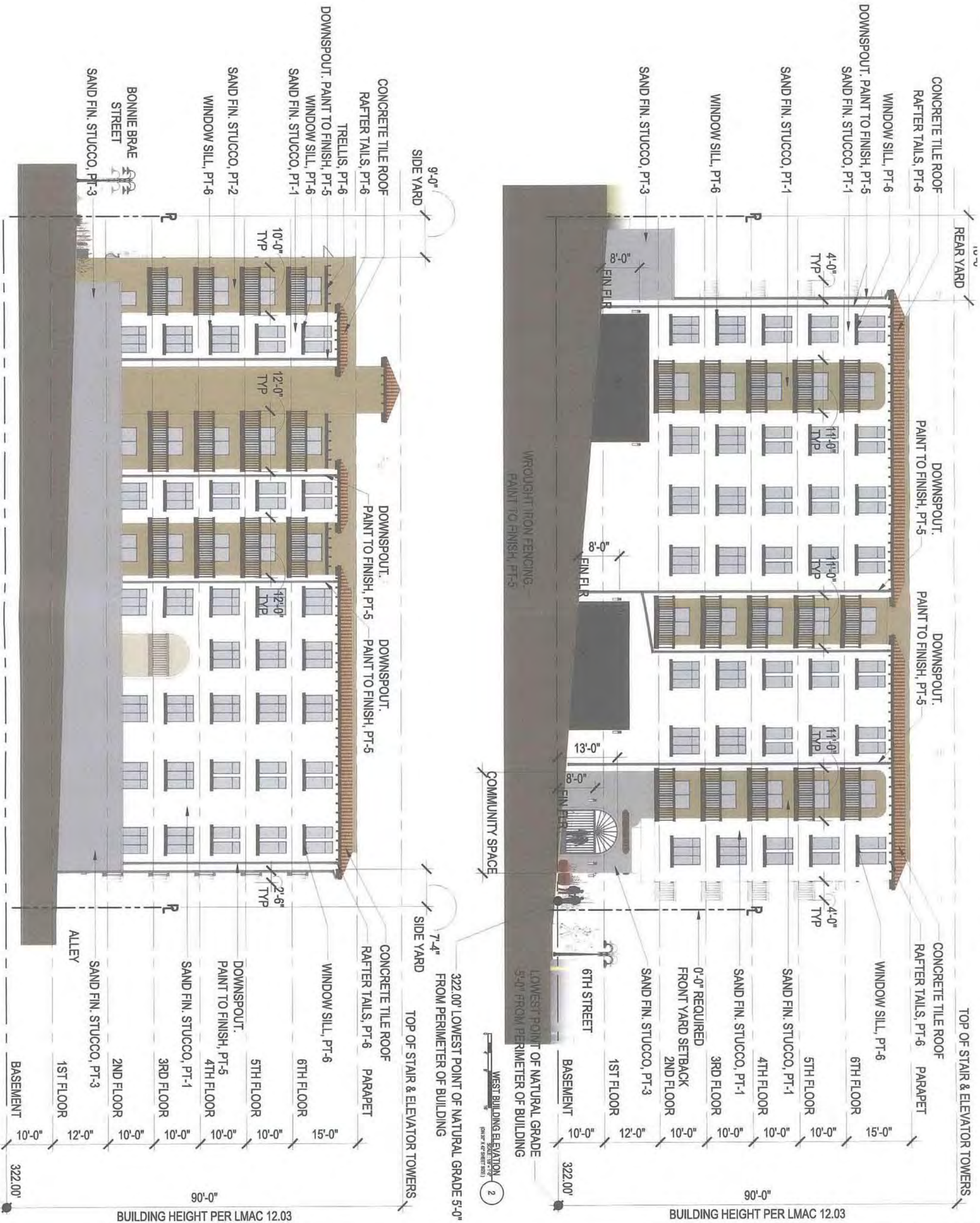
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BUILDING ELEVATIONS







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www.pslarchitects.com

American Communities, LLC

1919 W 6TH STREET, LOS ANGELES, CALIFORNIA  
LOT 1, 2 AND 3, IN BLOCK "B", OF THE SUNSET TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA  
APN: 5154-028-001

SITE PLAN REVIEW SUBMITTAL  
THE PASEO AT CALIFORNIAN  
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BUILDING ELEVATIONS

A2.02

MAY 26, 2012



American Communities, LLC

1919 W 6TH STREET, SUITE 200  
LOS ANGELES, CA 90057  
TEL: 213.555.1234  
WWW.PSI-ARCHITECTS.COM

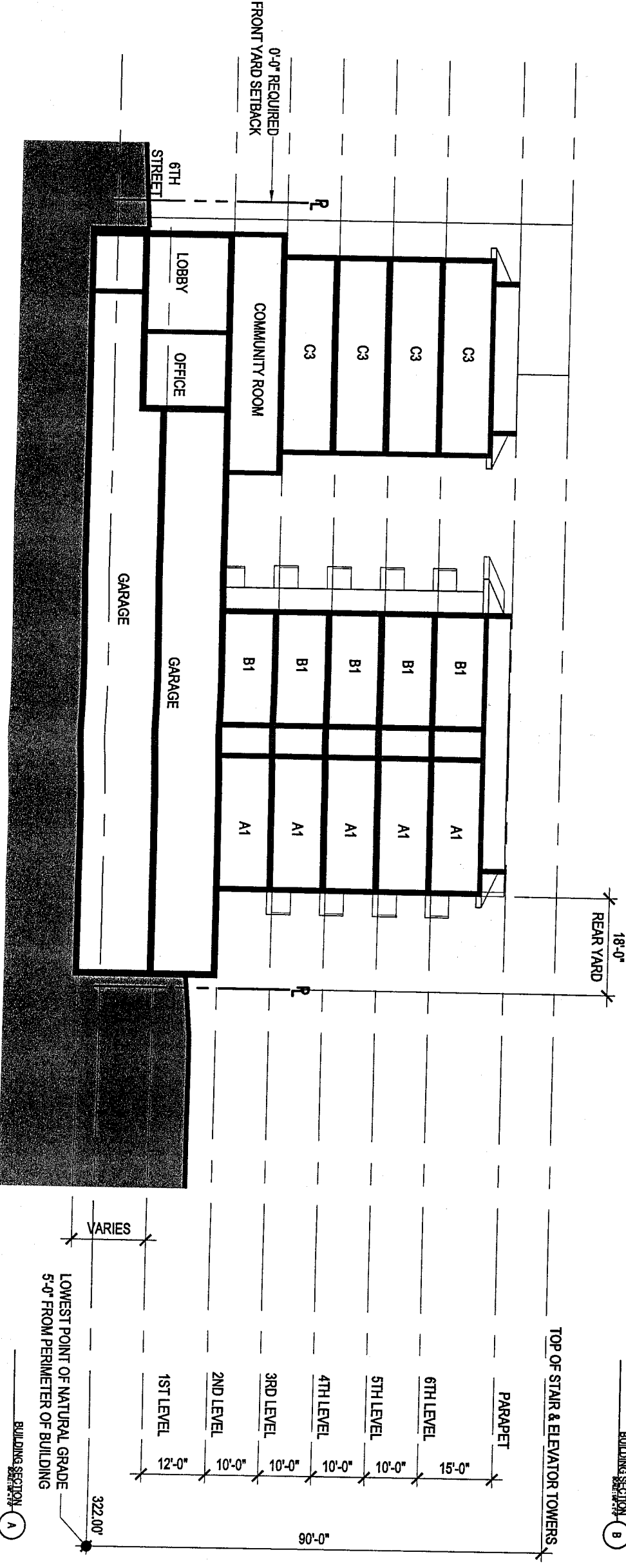
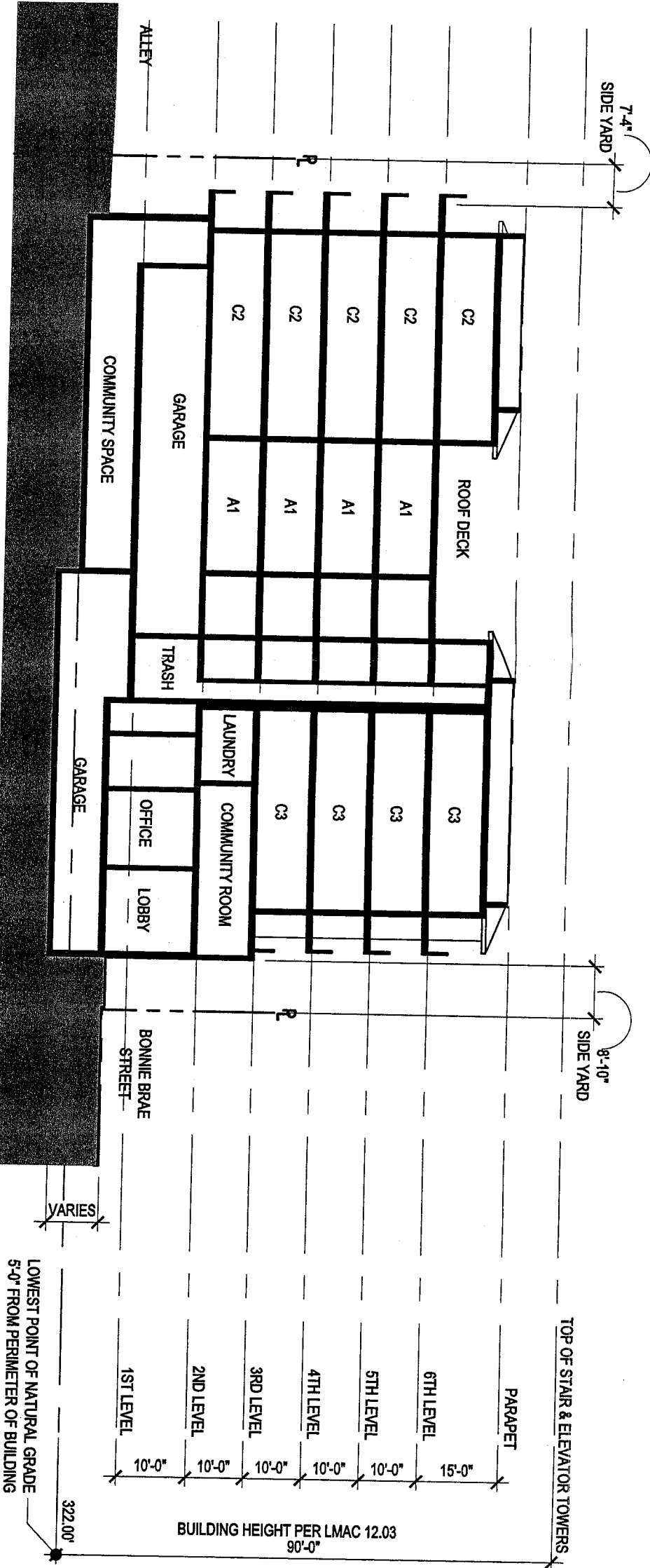
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BUILDING SECTIONS







American Communities, LLC  
1919 W 6TH STREET LOS ANGELES, CA 90057  
APR 15, 2012  
LIVE  
77

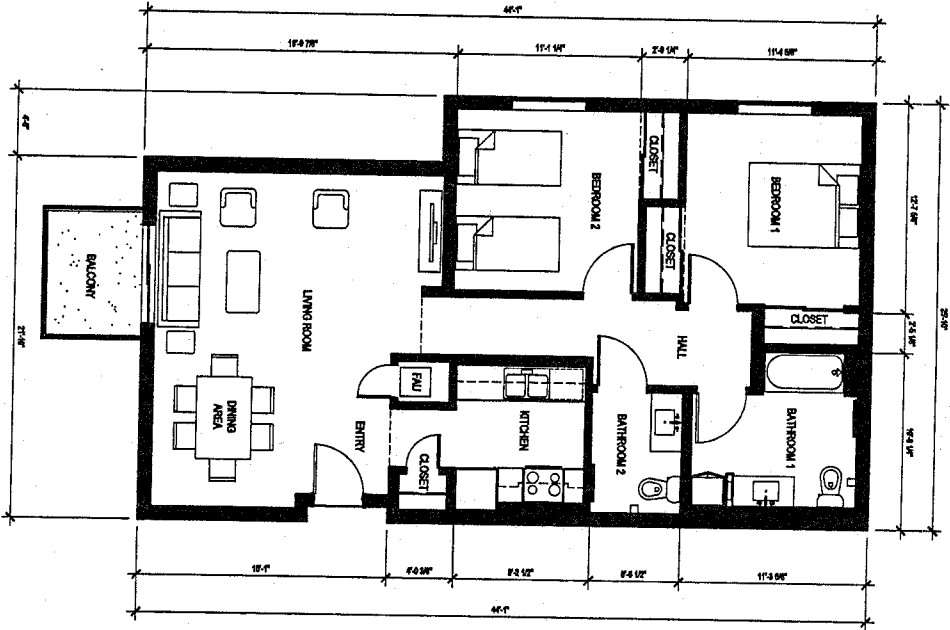
SITE PLAN REVIEW SUBMITTAL

THE PASEO AT CALIFORNIAN

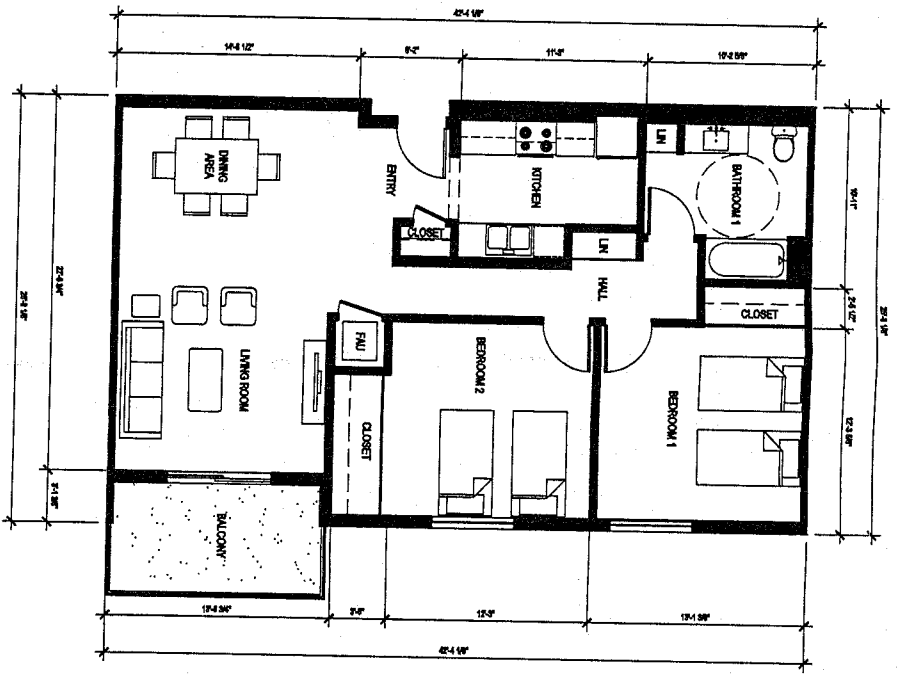
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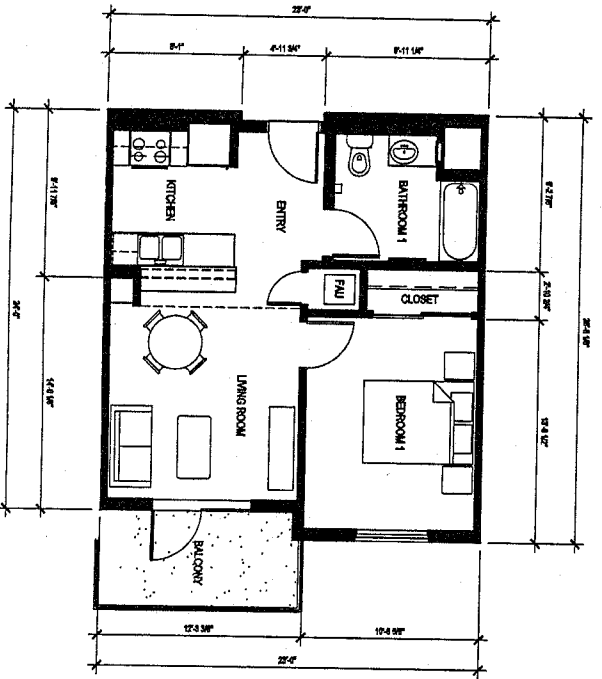
ENLARGED UNIT PLANS  
A1, B1, B2 & B3



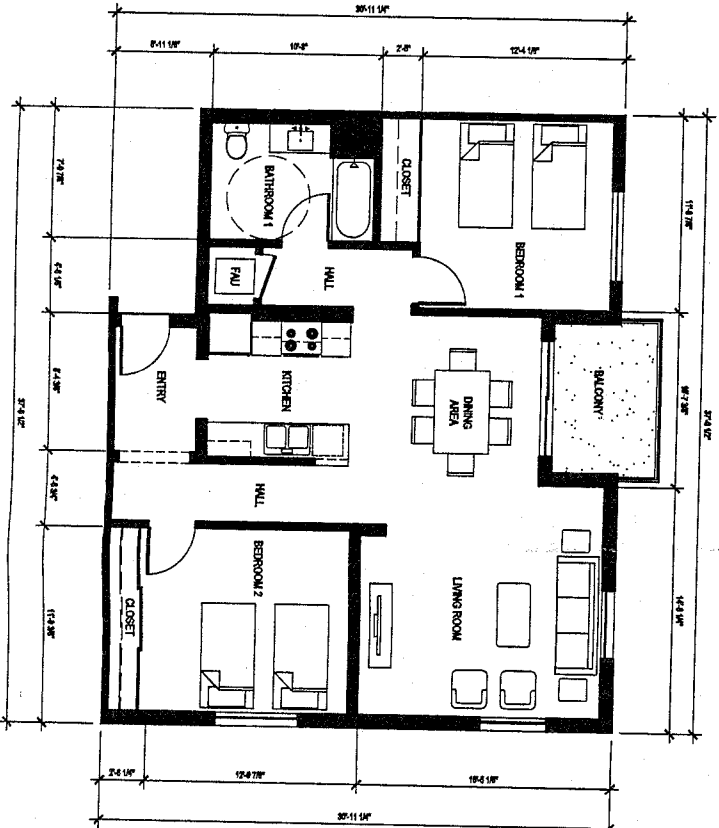
NET AREA: 988 SF UNIT B1 - FLOOR PLAN 2



NET AREA: 811 SF UNIT B2 - FLOOR PLAN 4



NET AREA: 988 SF UNIT A1 - FLOOR PLAN 1



NET AREA: 975 SF UNIT B3 - FLOOR PLAN 3

SITE PLAN REVIEW SUBMITTAL

THE PASEO AT CALIFORNIAN

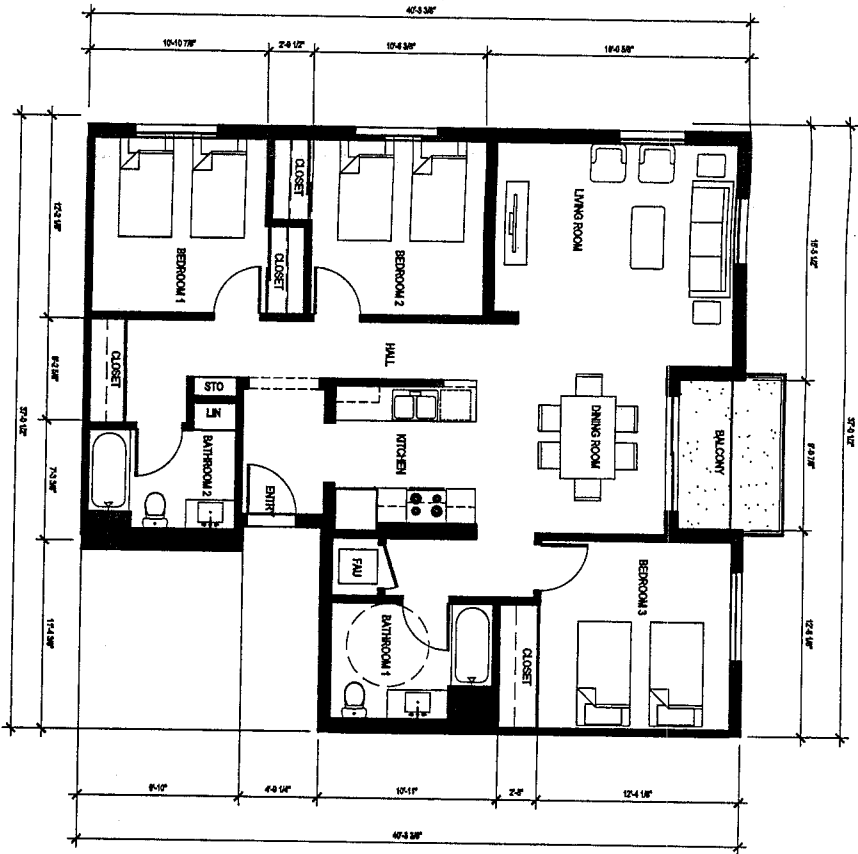
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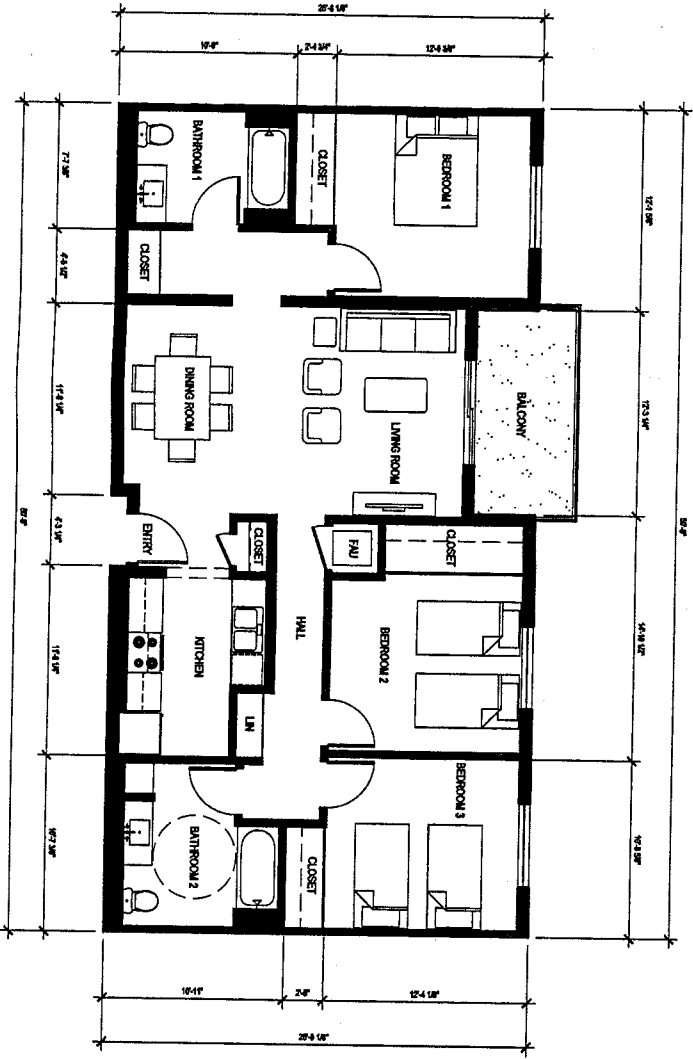
ENLARGED UNIT PLANS  
C1, C2 & C3

MAY 25, 2012

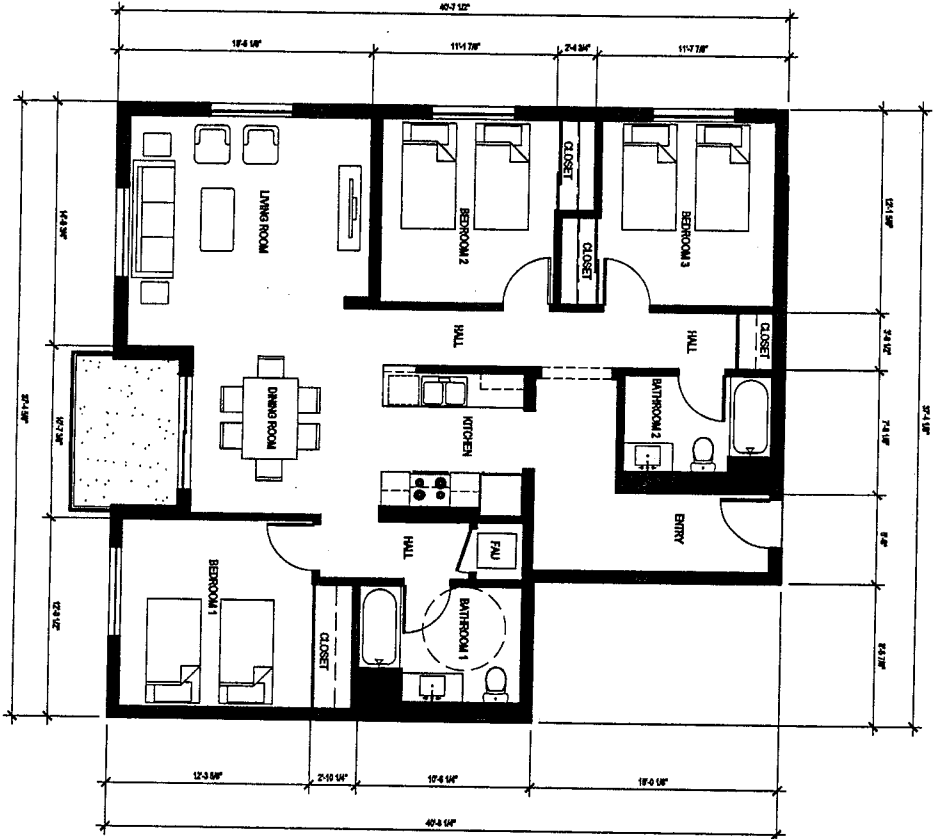
A4.01



NET AREA: 1,177 SF  
UNIT C2 - FLOOR PLAN 2



NET AREA: 1,160 SF  
UNIT C1 - FLOOR PLAN 1



NET AREA: 1,227 SF  
UNIT C3 - FLOOR PLAN 3

SITE PLAN REVIEW SUBMITTAL

THE PASEO AT CALIFORNIAN

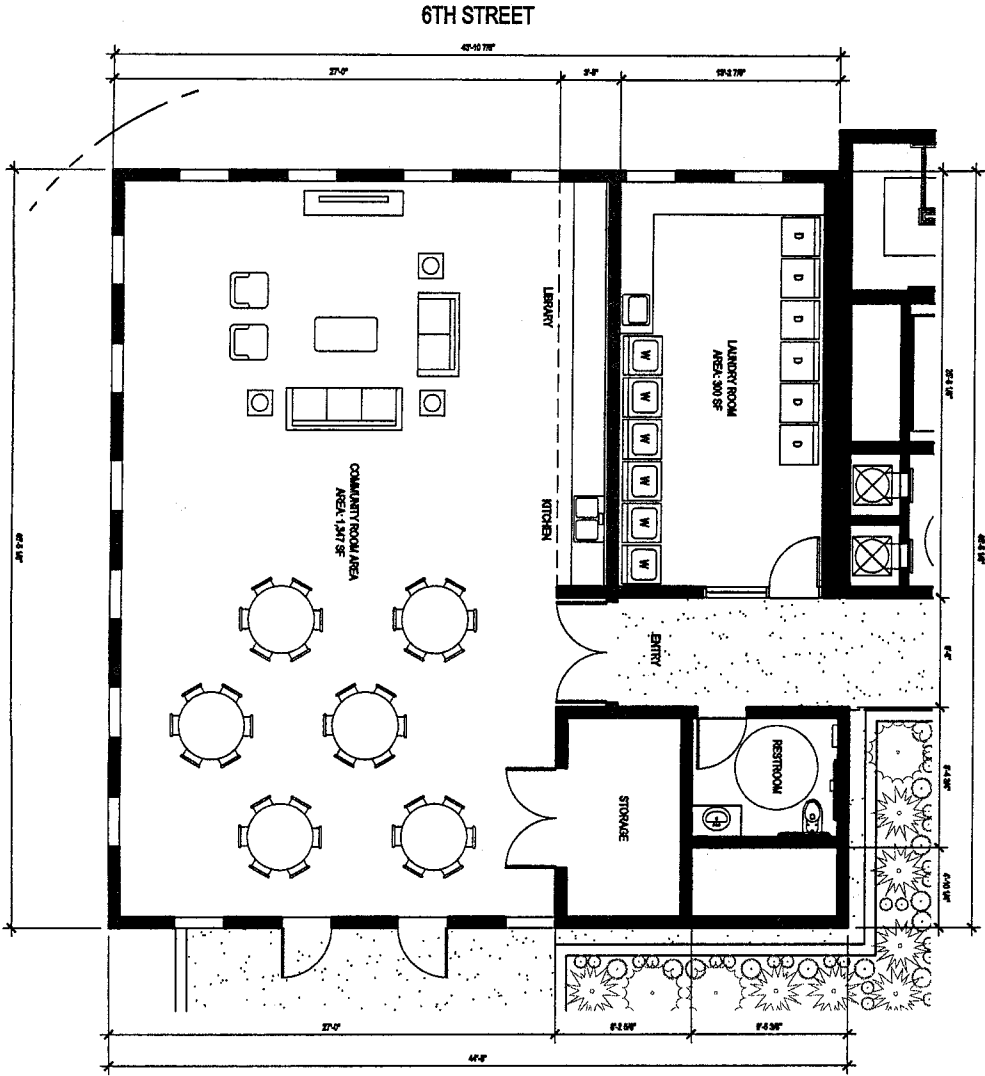
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ENLARGED  
COMMUNITY ROOM,  
LAUNDRY ROOM, LOBBY  
& OFFICE FLOOR PLAN

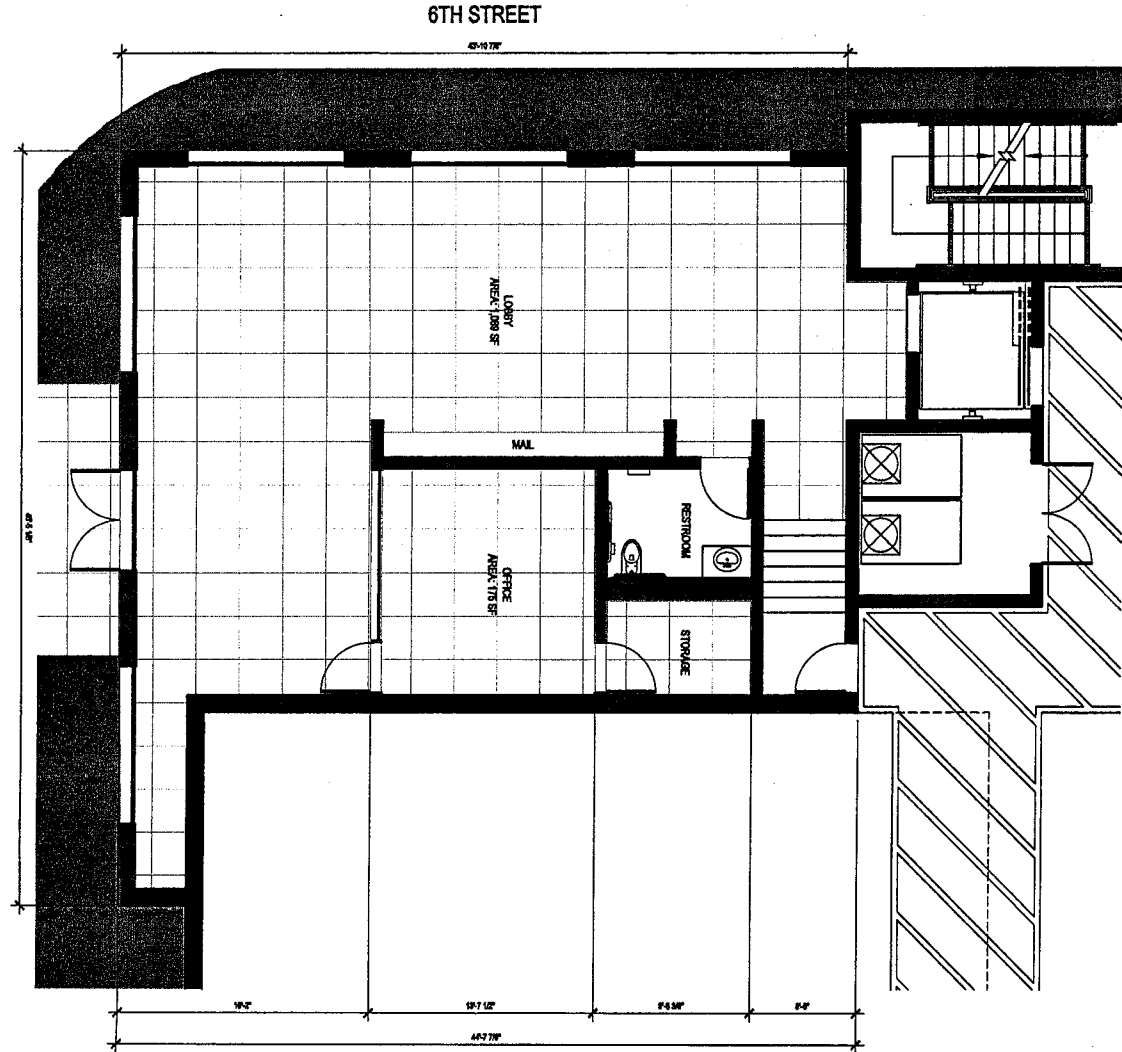
MAY 25, 2012

A4.02



ENLARGED COMMUNITY SPACE & LAUNDRY ROOM PLAN

1



ENLARGED LOBBY & OFFICE PLAN

2



# SITE PLAN REVIEW SUBMITTAL

## THE PASEO AT CALIFORNIAN

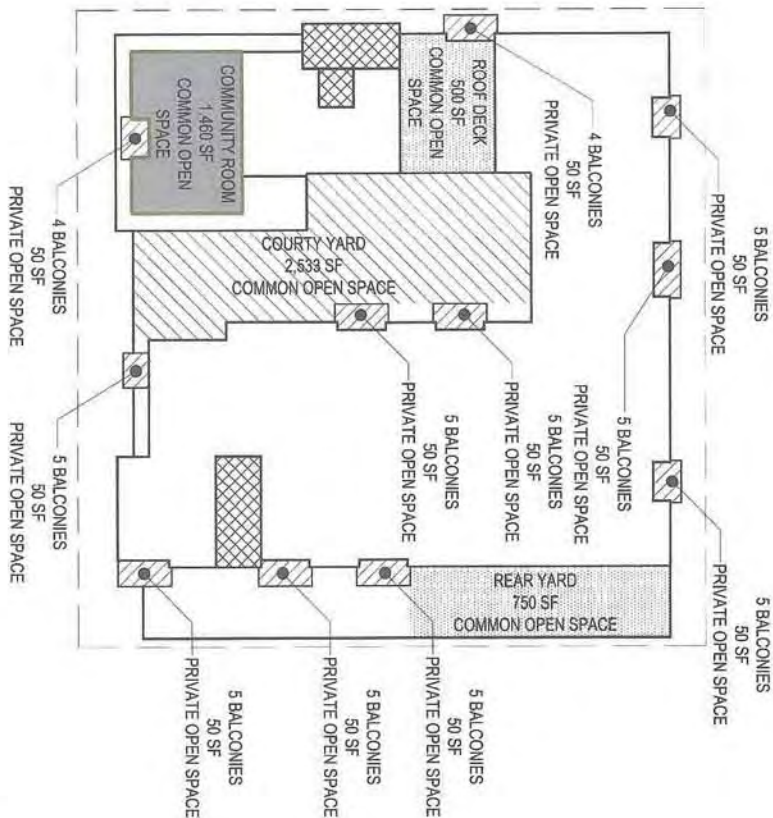
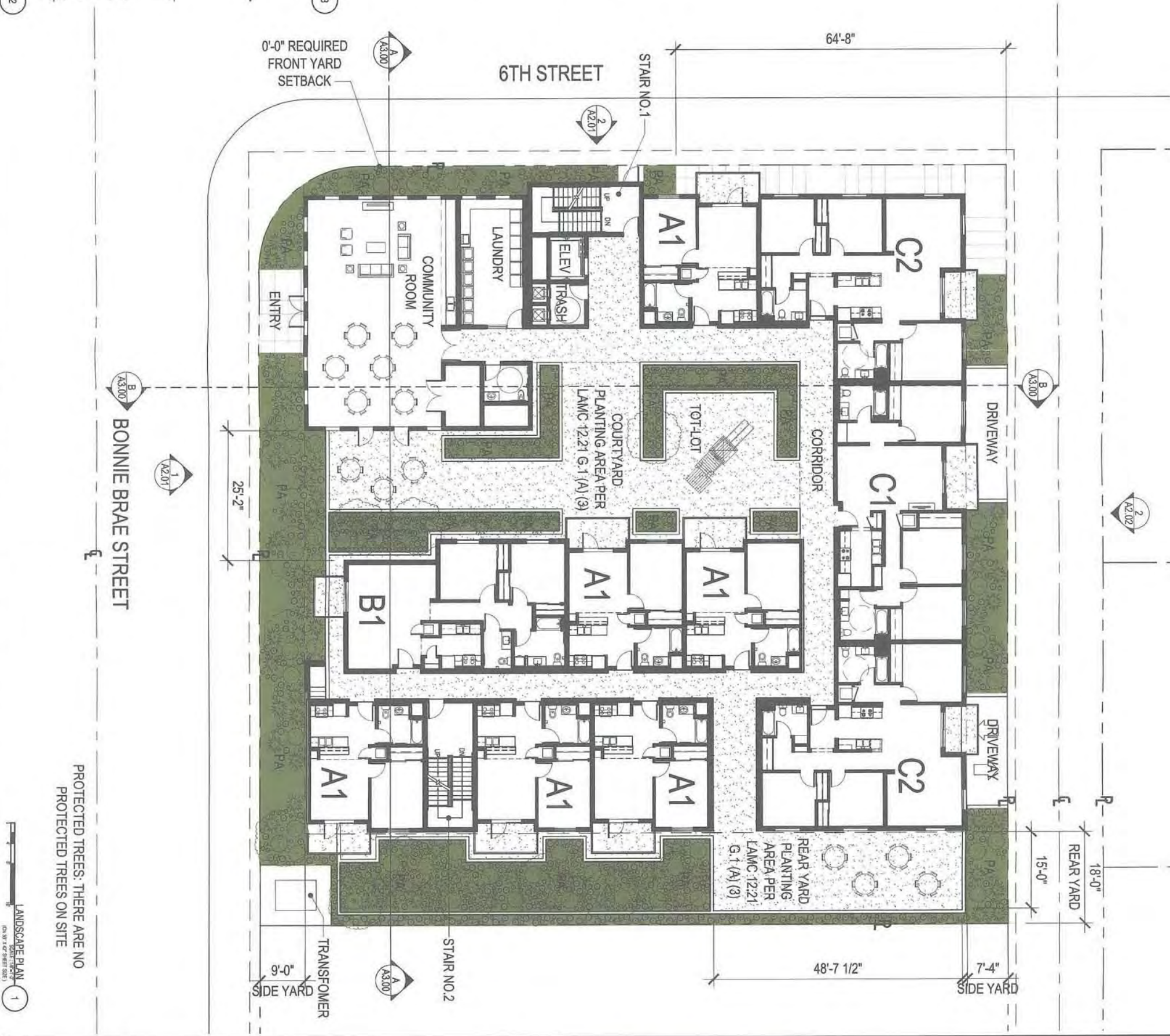
1919 W 6TH STREET LOS ANGELES, CA 90007  
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LANDSCAPE PLAN

MAY 25, 2012

L1.00



OPEN SPACE DIAGRAM 3

### OPEN SPACE:

REQUIRED OPEN SPACE:	
(26) - 1 BEDROOM x 100 SF	2,600
(11) - 2 BEDROOM x 125 SF	1,375
(16) - 3 BEDROOM x 175 SF	2,800
REQUIRED OPEN SPACE:	6,775 SF

### PROVIDED OPEN SPACE:

(25% MAX) COMMUNITY ROOM	1,460 SF
COURTYARD	2,533 SF
ROOF DECK	500 SF
REAR YARD	750 SF
PRIVATE BALCONIES @ 50 SF	2,650 SF
PROVIDED OPEN SPACE:	7,893 SF

OPEN SPACE 2

# MITIGATION MONITORING PLAN

---

This Mitigation Monitoring Plan is designed to monitor implementation of all feasible mitigation measures as identified in the Initial Study and Checklist and the Mitigated Negative Declaration [Environmental Case ENV-2012-1051 MND and Case No. DIR-2012-1052-DB-SPR]. The entity responsible for the implementation of all mitigation measures shall be American Communities, LLC, the Project Developer, unless otherwise noted.

The mitigation measures are numbered below and reference is made to the mitigation explanations and suggestions listed in the same numbered measures as noted in the Initial Study and Checklist and the Mitigated Negative Declaration [Environmental Case ENV-2012-1051 MND and Case No. DIR-2012-1052-DB-SPR].

---

## I. AESTHETICS

I-10: Landscape Plan

I-90: Vandalism

I-100: Signage

I-120: Light

I-130: Glare

## III. AIR QUALITY

III-10: Air Pollution (Demolition, Grading, and Construction Activities)

III-60: Objectionable Odors (Commercial Trash Receptacles)

## IV. BIOLOGICAL RESOURCES

IV-20: Habitat Modification (Nesting Native Birds, Non-Hillside or Urban Areas)

IV-70: Tree Removal (Non-Protected Trees)

## V. CULTURAL RESOURCES

V-20: Cultural Resources (Archaeological)

V-30: Cultural Resources (Paleontological)

VI. GEOLOGY AND SOILS

VI-10: Seismic

VI-20: Erosion/Grading/Short-Term Construction Impacts

VI-50: Geotechnical Report

VII. GREEN HOUSE GAS EMISSIONS

VII-10: Green House Gas Emissions

VIII. HAZARDS AND HAZARDOUS MATERIALS

VIII-10: Explosion/Release (Existing Toxic/Hazardous Construction Materials

VIII-20: Explosion/Release (Methane Gas)

IX. HYDROLOGY AND WATER QUALITY

IX-10: Groundwater Quantity (Dewatering System)

IX-20: Stormwater Pollution (Demolition, Grading, and Construction Activities)

IX-30: Standard Urban Stormwater Mitigation Plan

XII. NOISE

XII-10: Increased Noise Levels (Landscape Buffer)

XII-20: Increased Noise Levels (Demolition, Grading, and Construction Activities)

XII-170: Severe Noise Levels (Residential Fronting on Major or Secondary Highway,  
or adjacent to a Freeway)

XIV. PUBLIC SERVICES

XIV-10: Public Services (Fire)

XIV-30: Public Services (Police)

XIV-40: Public Services (Construction Activity Near Schools)

XIV-60: Public Services (Schools)

XV. RECREATION

XV-10: Recreation (Increased Demand for Parks or Recreation Facilities)

XVI. TRANSPORTATION/TRAFFIC

XVI-30: Transportation (Haul Route)

XVI-40: Safety Hazards

XVI-50: Inadequate Emergency Access

XVII. UTILITIES AND SERVICE SYSTEMS

XVII-10: Utilities (Local Water Supplies - Landscaping)

XVII-20: Utilities (Local Water Supplies - All New Construction)

XVII-40: Utilities (Local Water Supplies - New Residential)

XVII-90: Utilities (Solid Waste Recycling)

---



# **MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY**

---

## **HARDING AVE./FERMOORE ST. APARTMENTS HARDING AVE. & FERMOORE ST. SAN FERNANDO, CALIFORNIA**



**LEAD AGENCY:**

**CITY OF SAN FERNANDO  
COMMUNITY DEVELOPMENT DEPARTMENT  
117 MACNEIL STREET  
SAN FERNANDO, CALIFORNIA 91340**

**FEBRUARY 24, 2012**

## MITIGATED NEGATIVE DECLARATION

**PROJECT NAME:** Harding Avenue and Fermoore Street Apartments

**ADDRESS:** Harding Avenue and Fermoore Street, between First Street and Second Street

**CITY & COUNTY:** San Fernando, Los Angeles County

**PROJECT:** The City of San Fernando Community Development Department (referred to hereinafter as the Lead Agency) is reviewing a development proposal for an apartment complex that will be constructed in two phases. Phase 1 (the Fermoore Phase) will consist of 84 rental units that will be reserved for low income households. Phase 2 (the Harding Phase) will consist of 29 units reserved for low income households. A total of 113 units will be constructed. The proposed apartment buildings will consist of four levels with enclosed parking provided on the ground level. The applicant for the proposed project is Aszkenazy Development, Inc. located at 601 S. Brand Boulevard, Third Floor, San Fernando, California.

**FINDINGS:** The environmental analysis provided in the attached Initial Study indicates that the proposed project will not result in any significant adverse unmitigable impacts. For this reason, the City of San Fernando determined that a *Mitigated Negative Declaration* is the appropriate CEQA document for the proposed project. The following findings may be made based on the analysis contained in the attached Initial Study:

- The proposed project *will not* have the potential to degrade the quality of the environment.
- The proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the city.
- The proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly.

The environmental analysis is provided in the attached Initial Study that was prepared for the proposed project. The project is described in greater detail in Section 2 of the attached Initial Study.

Signature

City of San Fernando Department of Community Development

*Fred Ramirez*  
City Planner

Date

*2/24/2012*

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## SECTION 1 INTRODUCTION

### 1.1 PURPOSE OF INITIAL STUDY

The City of San Fernando Community Development Department (referred to hereinafter as the Lead Agency) is reviewing a development proposal for an apartment complex that will be constructed in two phases. Phase 1 (the Fermoore Phase) will consist of 84 rental units that will be reserved for low income households. Phase 2 (the Harding Phase) will consist of 29 units, also reserved for low income households. A total of 113 units will be constructed. The proposed apartment buildings will consist of up to four levels with enclosed parking provided on the ground level. In addition to the rental units, both the Fermoore Phase and the Harding Phase will include a community room.<sup>1</sup> The applicant for the proposed project is Aszkenazy Development, Inc. located at 601 S. Brand Boulevard, Third Floor, San Fernando, California.

The proposed project is described in greater detail herein in Section 2. The proposed residential development is considered to be a project under the California Environmental Quality Act (CEQA) and therefore, is subject to the City's environmental review process.<sup>2</sup> The City of San Fernando (referred to herein as "the City") is the designated Lead Agency for the proposed project and the City will be responsible for the project's environmental review. Section 21067 of CEQA defines a Lead Agency as the public agency that has the principal responsibility for carrying out or approving a project that may have a significant effect on the environment.<sup>3</sup>

As part of the proposed project's environmental review, the City authorized the preparation of this Initial Study.<sup>4</sup> The primary purpose of CEQA is to ensure that decision-makers and the public understand the environmental implications of a specific action or project. The purpose of this Initial Study is to determine whether the proposed project will have the potential for significant adverse impacts on the environment once it is implemented. Pursuant to the CEQA Guidelines, additional purposes of this Initial Study include the following:

- To provide the City with information to use as the basis for deciding whether to prepare an environmental impact report (EIR), mitigated negative declaration, or negative declaration for a project;
- To facilitate the project's environmental assessment early in the design and development of the proposed project;
- To eliminate unnecessary EIRs; and,

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<sup>1</sup> John Cotton Architects, Inc. (Site Plan and Building Elevations for the Fermoore Apartments and the Harding Apartments. February 3, 2012.

<sup>2</sup> California, State of. *Title 14. California Code of Regulations. Chapter 3. Guidelines for the Implementation of the California Environmental Quality Act.* as Amended 1998 (CEQA Guidelines). § 15060 (b).

<sup>3</sup> California, State of. *California Public Resources Code. Division 13, Chapter 2.5. Definitions.* as Amended 2001. § 21067.

<sup>4</sup> Ibid.(CEQA Guidelines) § 15050.



- To determine the nature and extent of any impacts associated the proposed project.

Although this Initial Study was prepared with consultant support, the analysis, conclusions, and findings made as part of its preparation, fully represent the independent judgment and position of the City in its capacity as the Lead Agency. Certain projects or actions undertaken by a Lead Agency (in this instance, the City) may require approvals or permits from other public agencies. These other agencies are referred to as responsible agencies and trustee agencies, pursuant to Sections 15381 and 15386 of the state CEQA Guidelines.<sup>5</sup> Those public agencies and/or entities that may use this Initial Study in decision-making or for informational purposes include the Regional Water Quality Control Board, the California Department of Transportation, the South Coast Air Quality Management District, the Los Angeles Unified School District, the City of Los Angeles, and Los Angeles County. The City determined, as part of this Initial Study's preparation, that a mitigated negative declaration is the appropriate environmental document for the proposed project's CEQA review. This Initial Study and the *Notice of Intent to Adopt a Mitigated Negative Declaration* will be forwarded to responsible agencies, trustee agencies, and the public for review and comment. A 20-day public review period will be provided to allow these entities and other interested parties to comment on the proposed project and the findings of the Initial Study.<sup>6</sup>

## 1.2 INITIAL STUDY'S ORGANIZATION

The following annotated outline summarizes the contents of this Initial Study:

- *Section 1 Introduction*, provides the procedural context surrounding this Initial Study's preparation and insight into its composition. A checklist that summarizes the findings of the environmental analysis is summarized in this section.
- *Section 2 Project Description*, provides an overview of the existing environment as it relates to the project site and describes the proposed project's physical and operational characteristics.
- *Section 3 Environmental Analysis* includes an analysis of potential impacts associated with the construction and the subsequent occupancy of the proposed project. The analysis considers both the short-term (construction) impacts and the long-term (operational) impacts.
- *Section 4 Findings* summarizes the CEQA findings related to the proposed project's approval and subsequent implementation along with the mitigation measures that are identified in the environmental analysis which will be implemented as a means to address potential environmental impacts.
- *Section 5 References*, identifies the sources used in the preparation of this Initial Study.

The format and structure of this Initial Study generally reflects that of the Initial Study checklist, provided in Table 1-1.

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<sup>5</sup> California, State of. Public Resources Code Division 13. *The California Environmental Quality Act. Chapter 2.5, Section 21067 and Section 21069.* 2000.

<sup>6</sup> Ibid. *Chapter 2.6, Section 2109(b).* 2000.

## 1.3 INITIAL STUDY CHECKLIST

The environmental analysis provided in Section 3 of this Initial Study indicates that the proposed housing development will not result in any significant adverse unmitigable impacts on the environment. For this reason, the City has determined that a mitigated negative declaration is the appropriate CEQA document for the proposed project. The following findings may also be made, based on the analysis completed as part of this Initial Study's preparation:

- The proposed project *will not* have the potential to degrade the quality of the environment.
- The proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity.
- The proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly.

The findings of this Initial Study are summarized in Table 1-1 provided below and on the following pages.

**Table 1-1  
Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>Section 3.1 Aesthetic Impacts.</b> <i>Would the project:</i>				
<b>a)</b> Have a substantial adverse affect on a scenic vista?				<b>X</b>
<b>b)</b> Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				<b>X</b>
<b>c)</b> Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?		<b>X</b>		
<b>Section 3.2 Agriculture and Forestry Resources Impacts.</b> <i>Would the project:</i>				
<b>a)</b> Convert Prime Farmland, Unique Farmland or Farmland of state wide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				<b>X</b>
<b>b)</b> Conflict with existing zoning for agricultural use, or a Williamson Act contract?				<b>X</b>

**Table 1-1  
Summary (Initial Study Checklist)**

<b>Environmental Issues Area Examined</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>c)</b> Would the project conflict with existing zoning for or cause rezoning of, forest land (as defined in Public Resources Code §4526), or zoned timberland production (as defined by Government Code §51104(g))?				<b>X</b>
<b>d)</b> Would the project result in the loss of forest land or the conversion of forest land to a non-forest use?				<b>X</b>
<b>e)</b> Involve other changes in the existing environment that, due to their location or nature, may result in conversion of farmland to non-agricultural use?				<b>X</b>
<b>Section 3.3 Air Quality Impacts.</b> <i>Would the project:</i>				
<b>a)</b> Conflict with or obstruct implementation of the applicable air quality plan?				<b>X</b>
<b>b)</b> Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		<b>X</b>		
<b>c)</b> Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?			<b>X</b>	
<b>d)</b> Expose sensitive receptors to substantial pollutant concentrations?			<b>X</b>	
<b>e)</b> Create objectionable odors affecting a substantial number of people?				<b>X</b>
<b>Section 3.4 Biological Resources Impacts.</b> <i>Would the project have a substantial adverse effect:</i>				
<b>a)</b> Either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?				<b>X</b>
<b>b)</b> On any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				<b>X</b>
<b>c)</b> On federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				<b>X</b>
<b>d)</b> In interfering substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites?				<b>X</b>

**Table 1-1  
Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>e)</b> In conflicting with any local policies or ordinances, protecting biological resources, such as a tree preservation policy or ordinance?				<b>X</b>
<b>f)</b> By conflicting with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				<b>X</b>
<b>Section 3.5 Cultural Resources Impacts.</b> <i>Would the project:</i>				
<b>a)</b> Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines?				<b>X</b>
<b>b)</b> Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?				<b>X</b>
<b>c)</b> Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				<b>X</b>
<b>d)</b> Disturb any human remains, including those interred outside of formal cemeteries?				<b>X</b>
<b>Section 3.6 Geology Impacts.</b> <i>Would the project result in or expose people to potential impacts involving:</i>				
<b>a)</b> The exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault (as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault), ground –shaking, liquefaction, or landslides?			<b>X</b>	
<b>b)</b> Substantial soil erosion or the loss of topsoil?			<b>X</b>	
<b>c)</b> Location on a geologic unit or a soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				<b>X</b>
<b>d)</b> Location on expansive soil, as defined in California Building Code (2001), creating substantial risks to life or property?				<b>X</b>
<b>e)</b> Soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				<b>X</b>
<b>Section 3.7 Greenhouse Gas Emissions Impacts.</b> <i>Would the project</i>				
<b>a)</b> Result in the generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			<b>X</b>	

**Table 1-1  
Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>b)</b> Increase the potential for conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gasses?			<b>X</b>	
<b>Section 3.8 Hazards and Hazardous Materials Impacts.</b> <i>Would the project:</i>				
<b>a)</b> Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				<b>X</b>
<b>b)</b> Create a significant hazard to the public or the environment or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		<b>X</b>		
<b>c)</b> Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				<b>X</b>
<b>d)</b> Be located on a site, which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5, and as a result, would it create a significant hazard to the public or the environment?				<b>X</b>
<b>e)</b> Be located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area?				<b>X</b>
<b>f)</b> Within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area?				<b>X</b>
<b>g)</b> Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency response plan or emergency evacuation plan?				<b>X</b>
<b>h)</b> Expose people or structures to a significant risk of loss, injury, or death involving wild lands fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?				<b>X</b>
<b>Section 3.9 Hydrology and Water Quality Impacts.</b> <i>Would the project:</i>				
<b>a)</b> Violate any water quality standards or waste discharge requirements?		<b>X</b>		
<b>b)</b> Substantially deplete groundwater supplies or interfere substantially with groundwater recharge in such a way that would cause a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			<b>X</b>	

**Table 1-1  
Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>c)</b> Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on or off-site?				<b>X</b>
<b>d)</b> Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in flooding on-or off-site?				<b>X</b>
<b>e)</b> Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?		<b>X</b>		
<b>f)</b> Substantially degrade water quality?		<b>X</b>		
<b>g)</b> Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				<b>X</b>
<b>h)</b> Place within a 100-year flood hazard area, structures that would impede or redirect flood flows?				<b>X</b>
<b>i)</b> Expose people or structures to a significant risk of flooding because of dam or levee failure?				<b>X</b>
<b>j)</b> Result in inundation by seiche, tsunami, or mudflow?				<b>X</b>
<b>Section 3.10 Land Use and Planning Impacts.</b> <i>Would the project:</i>				
<b>a)</b> Physically divide an established community, or otherwise result in an incompatible land use?				<b>X</b>
<b>b)</b> Conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			<b>X</b>	
<b>c)</b> Conflict with any applicable habitat conservation or natural community conservation plan?				<b>X</b>
<b>Section 3.11 Mineral Resources Impacts.</b> <i>Would the project:</i>				
<b>a)</b> Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				<b>X</b>
<b>b)</b> Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				<b>X</b>

**Table 1-1  
Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>Section 3.12 Noise Impacts.</b> <i>Would the project result in:</i>				
<b>a)</b> Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				<b>X</b>
<b>b)</b> Exposure of people to or generation of excessive ground-borne noise levels?			<b>X</b>	
<b>c)</b> Substantial permanent increase in ambient noise levels in the project vicinity above noise levels existing without the project?			<b>X</b>	
<b>d)</b> Substantial temporary or periodic increases in ambient noise levels in the project vicinity above levels existing without the project?		<b>X</b>		
<b>e)</b> For a project located with an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				<b>X</b>
<b>f)</b> For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				<b>X</b>
<b>Section 3.13 Population and Housing Impacts.</b> <i>Would the project:</i>				
<b>a)</b> Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?			<b>X</b>	
<b>b)</b> Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				<b>X</b>
<b>c)</b> Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				<b>X</b>
<b>Section 3.14 Public Services Impacts.</b> <i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives in any of the following areas:</i>				
<b>a)</b> Fire protection services?		<b>X</b>		
<b>b)</b> Police protection services?		<b>X</b>		
<b>c)</b> School services?				<b>X</b>
<b>d)</b> Other governmental services?			<b>X</b>	

**Table 1-1  
Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>Section 3.15 Recreation Impacts.</b> <i>Would the project:</i>				
<b>a)</b> Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			<b>X</b>	
<b>b)</b> Affect existing recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?				<b>X</b>
<b>Section 3.16 Transportation Impacts.</b> <i>Would the project:</i>				
<b>a)</b> Cause a conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit)?		<b>X</b>		
<b>b)</b> Exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency for designated roads or highways?		<b>X</b>		
<b>c)</b> A change in air traffic patterns, including either an increase in traffic levels or a change in the location that results in substantial safety risks?				<b>X</b>
<b>d)</b> Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)				<b>X</b>
<b>e)</b> Result in inadequate emergency access?				<b>X</b>
<b>f)</b> Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				<b>X</b>
<b>Section 3.17 Utilities Impacts.</b> <i>Would the project:</i>				
<b>a)</b> Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				<b>X</b>
<b>b)</b> Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts?		<b>X</b>		
<b>c)</b> Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		<b>X</b>		



**Table 1-1  
Summary (Initial Study Checklist)**

<b>Environmental Issues Area Examined</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>d)</b> Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			<b>X</b>	
<b>e)</b> Result in a determination by the provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			<b>X</b>	
<b>f)</b> Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?			<b>X</b>	
<b>g)</b> Comply with federal, state, and local statutes and regulations related to solid waste?				<b>X</b>
<b>h)</b> Result in a need for new systems, or substantial alterations in power or natural gas facilities?				<b>X</b>
<b>i)</b> Result in a need for new systems, or substantial alterations in communication systems?				<b>X</b>
<b>Section 3.18 Mandatory Findings of Significance.</b> <i>The approval and subsequent implementation of the proposed project:</i>				
<b>a)</b> Will not have the potential to degrade the quality of the environment, with the implementation of the recommended standard conditions and mitigation measures included herein.				<b>X</b>
<b>b)</b> Will not have the potential to achieve short-term goals to the disadvantage of long-term environmental goals, with the implementation of the recommended standard conditions and mitigation measures referenced herein.				<b>X</b>
<b>c)</b> Will not have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity, with the implementation of the recommended standard conditions and mitigation measures contained herein.				<b>X</b>
<b>d)</b> Will not have environmental effects that will adversely affect humans, either directly or indirectly, with the implementation of the recommended standard conditions and mitigation measures contained herein.				<b>X</b>



## SECTION 2 PROJECT DESCRIPTION

### 2.1 PROJECT LOCATION

The City of San Fernando is located in the northeast portion of the San Fernando Valley in Los Angeles County. The City has a total land area of 2.4 square miles and is surrounded by the City of Los Angeles on all sides. Major physiographic features located in the vicinity of the City include the San Gabriel Mountains (located approximately 3 miles to the north), the Pacoima Wash (located along the eastern side of the City), Hansen Lake (located 3 miles to the southeast of the City), and the Los Angeles Reservoir (located approximately 4 miles to the northwest).<sup>7</sup> The City of San Fernando is located 22 miles from downtown Los Angeles. Other communities located near San Fernando include Sylmar, Sun Valley, Mission Hills, and Pacoima.<sup>8</sup> These latter named communities are also part of the City of Los Angeles.

Regional access to the City of San Fernando (“the City”) and the project site is possible from three freeways located in the area: the Interstate 5 Freeway (I-5), the State Route 118 (SR-118), and the Interstate 210 Freeway (I-210). The I-5 Freeway is located to the southwest of the City with ramp connections at South Brand Boulevard and San Fernando Mission Boulevard. State Route 118 (the Ronald Reagan Freeway) is located to the east of the City and has ramp connections at San Fernando Road and Glenoaks Boulevard. Finally, the I-210 Freeway is located to the north of the City and provides ramp connections at Maclay Street and Hubbard Street.<sup>9</sup> The location of the City in a regional context is shown in Exhibit 2-1. A City -wide map is provided in Exhibit 2-2.

The project sites are located in the southwest portion of the City between First Street and Second Street. Primary access to the Phase 1 (Fermoore Street) development will be provided by a driveway located at the end of the Fermoore Street cul-de-sac that will continue to the ground level parking area. A 28-foot fire lane will extend along the site’s southerly side continuing easterly to Harding Avenue.<sup>10</sup> Primary access to the Phase 2 (Harding Avenue) development will be provided by a driveway located on the west side of Harding Avenue. This driveway will connect to the ground level parking area of the proposed Phase 2 development.<sup>11</sup> The locations of these two development sites, in a local context, are shown in Exhibit 2-3.

The assessor’s parcel numbers (APNs) applicable to the Phase 1 site (Fermoore Street) include 2520-011-038, 2520-011-041 and 2520-011-042.<sup>12</sup> The combined land area of these lots will be 79,286 square feet. The Phase 2 (Harding Avenue) development is comprised of APNs 2520-017-002, 2520-017-003 and 2520-017-004. The combined land area the Phase 2 lots will be 21,438 square feet.<sup>13</sup>

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<sup>7</sup> United States Geological Survey. San Fernando 7 1/2 Minute Quadrangle.

<sup>8</sup> These communities are communities that are part of the City of Los Angeles.

<sup>9</sup> American Map Corporation. Street Atlas [for] Los Angeles and Orange Counties. 2001

<sup>10</sup> Mitigation is included in Section 3.16 that calls for the use of the emergency access connection as the primary vehicular access.

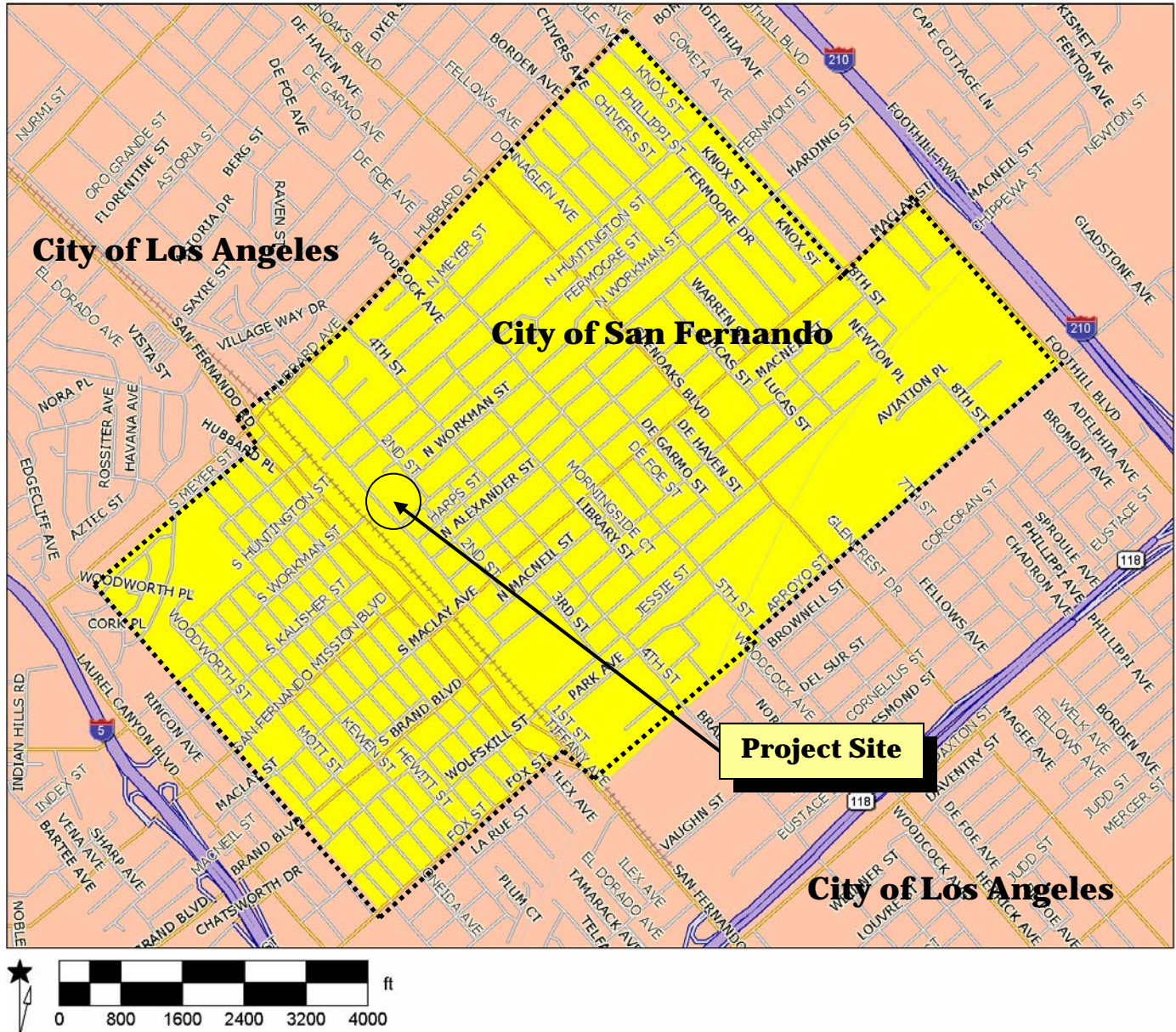
<sup>11</sup> John Cotton Architects, Inc. (Site Plan and Building Elevations for the Fermoore Apartments and the Harding Apartments. February 3, 2012.

<sup>12</sup> The phase will also necessitate lot line adjustments to three parcels APNs 2520-011-006, 2520-011-041, 2520-011-043.

<sup>13</sup> Aszkenazy Development, Inc. Letter dated February 6, 2011 to the city.

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**EXHIBIT 2-2**  
**PROJECT SITE'S LOCATION IN THE CITY OF SAN FERNANDO**  
SOURCE: DELORME MAPS, 2009





## 2.2 ENVIRONMENTAL SETTING

The City of San Fernando (“the City”) is a historic community (founded in 1874) that was incorporated as a municipality in 1911. The City is urbanized with little vacant land remaining though there are a number of underutilized or vacant parcels that present opportunities for more intensive infill development. The City was a mature community at the time many of the other communities in the San Fernando Valley were developing following the Second World War. The development patterns in San Fernando were largely influenced by the City’s location along major thoroughfares that served as regional transportation routes prior to the construction of the nearby freeways. Commercial development extends along the major arterial roadways, industrial uses are concentrated along railroad corridors, and residential neighborhoods are located behind the commercial development that have frontage along the major arterials.

The City’s development patterns have been relatively stable given the City’s age and maturity though there has been an increase in the amount of new infill development in recent years. The majority of the housing in the City consists of single-family residential units that account for over 75% of the City’s total housing stock. This is a relatively high percentage compared to the other communities in the region.<sup>14</sup> The nature and extent of the City’s housing stock has resulted in a demand for higher density housing that is more affordable, including condominium and apartment units. The rental housing market is strong, with a very low vacancy rate for rental housing.<sup>15</sup>

The City of San Fernando Community Development Department is reviewing a multiple-family residential development proposal that will be constructed in two phases. The Phase 1 development (the Fermoore Street phase) will be constructed within a 79,286 square foot site (1.82-acres) that is located between Harding Avenue (on the east) and Fermoore Street on the west). The Phase 2 development (the Harding Avenue phase) consisting of a 21,438 square foot site (0.49-acres), is located on the east side of Harding Avenue, opposite of the Phase 1 development site. Both sites are vacant at this time. The Phase 1 site was previously occupied by a manufacturing use that has been removed and the site’s environmental clean-up has been completed. The Phase 2 site is a surface parking lot that was used by the aforementioned discontinued manufacturing use. Most recently, the site was used for the storage of vehicles used in movie production.

The development sites are located within a transitional area that extends along the First Street corridor. Land uses found immediately north of the railroad right-of-way that parallels First Street include smaller industrial and manufacturing uses that are interspersed among residential development. Residential land uses are located further east and north (north of Second Street) of the development sites. Layne Park is located immediately west of the Phase 1 development site, on the west side of Fermoore Street. An aerial photograph of the project site and the surrounding area is provided in Exhibit 2-4.

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<sup>14</sup> By contrast, in Los Angeles County, single-family homes account for approximately half of all units. More of San Fernando’s housing is owner-occupied (54%) than in the County (48%), and prices are lower in San Fernando than in the county.

<sup>15</sup> City of San Fernando. Housing Element. 2008-2014.



**EXHIBIT 2-4**  
**AERIAL PHOTOGRAPH**  
SOURCE: GOOGLE MAPS, 2010

## 2.3 PROJECT DESCRIPTION

The City's Community Development Department is reviewing a multiple-family residential development proposal that will be constructed in two phases. Phase 1 (the Fermoore St. Phase) will consist of 84 rental units that will be reserved for low income households. Phase 2 (the Harding Ave. Phase) will consist of 29 units reserved for low income households. For both phases, a total of 113 units will be constructed. The proposed apartment buildings will consist of four levels with enclosed parking provided on the ground level. In addition to the rental units, both the Fermoore St. Phase and the Harding Ave. Phase will include a community room.<sup>16</sup> The building elements for each phase are summarized below in Table 2-1. The site plans and floor plans for both phases of the proposed project are provided in Exhibits 2-5 through 2-11.

**Table 2-1  
Overview of Proposed Phase 1 and Phase 2 Apartment Project**

Level	Floor Area	Description
<b>Phase 1 (Fermoore Street)</b>		
First Level	43,636 sq. ft.	112 Parking Spaces , Storage, and Manager's Office
Second Level	34,562 sq. ft.	36 Rental Units and a Community Room
Third Level	34,562 sq. ft.	39 Rental Units
Fourth Level	8,291 sq. ft.	9 Rental Units
Total	121,051 sq. ft.	84 Rental Units
<b>Phase 2 (Harding Avenue)</b>		
First Level	14,438 sq. ft.	40 Parking Spaces , Storage, Lobby, & Manager's Office
Second Level	10,666 sq. ft.	10 Rental Units & Community Room
Third Level	10,666 sq. ft.	11 Rental Units
Fourth Level	7,963 sq. ft.	8 Rental Units
Total	43,733 sq. ft.	29 Rental Units

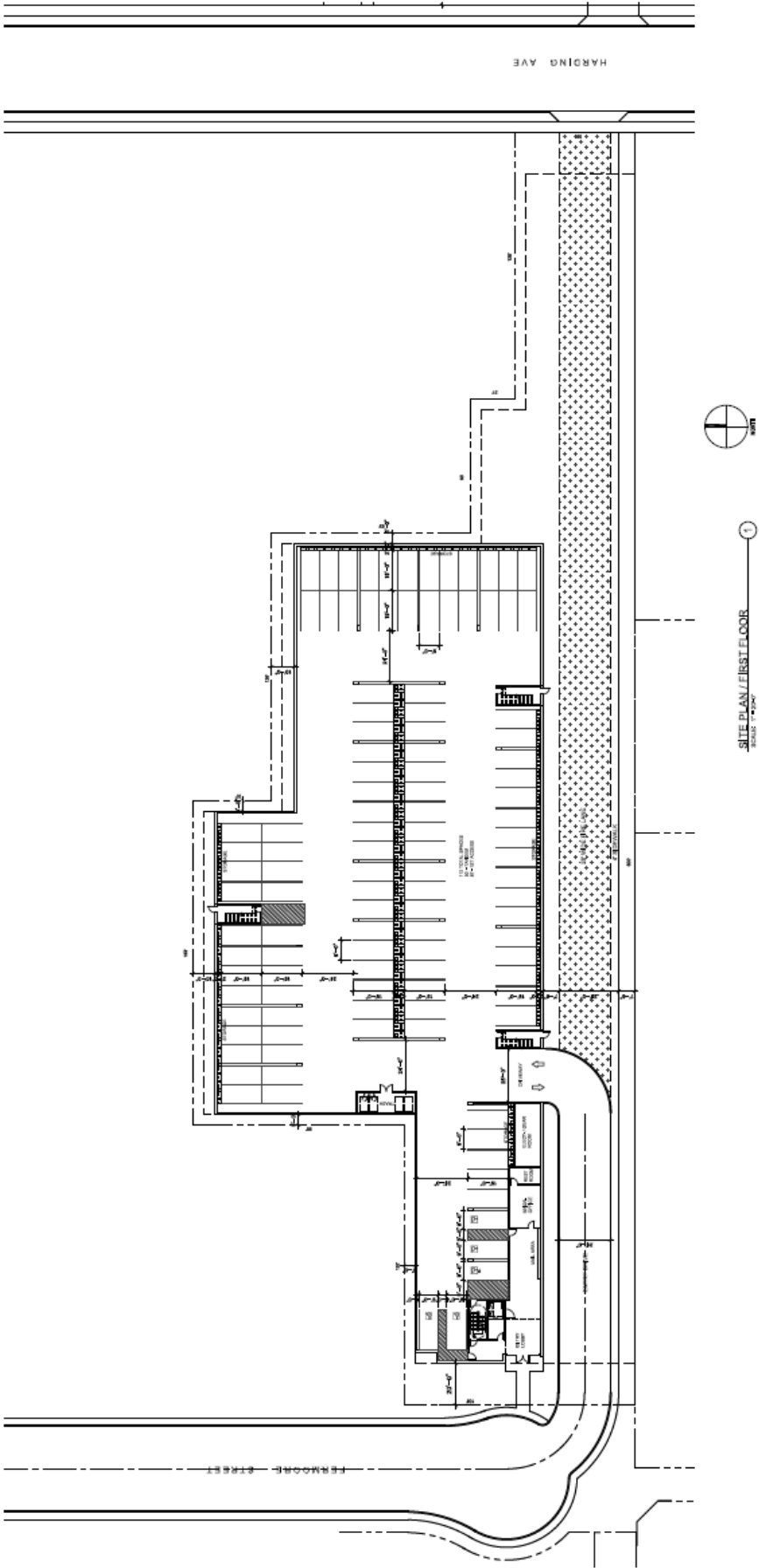
Source: John Cotton Architects, Inc.

The Fermoore St. Phase (Phase 1 of the development) will contain 84 low income residential units. Of the 84 units, 58 units will consist of one bedroom units (550 square feet) and 26 units will be three-bedroom units (1,050 square feet). The Harding Ave. Phase (Phase 2) will consist of 29 low income residential units. The 29 units, 20 units will be one-bedroom units (550 square feet) and 9 units will be three-bedroom units (1,050 square feet).<sup>17</sup>

<sup>16</sup> John Cotton Architects, Inc. (Site Plan and Building Elevations for the Fermoore Apartments and the Harding Apartments. February 3, 2012.

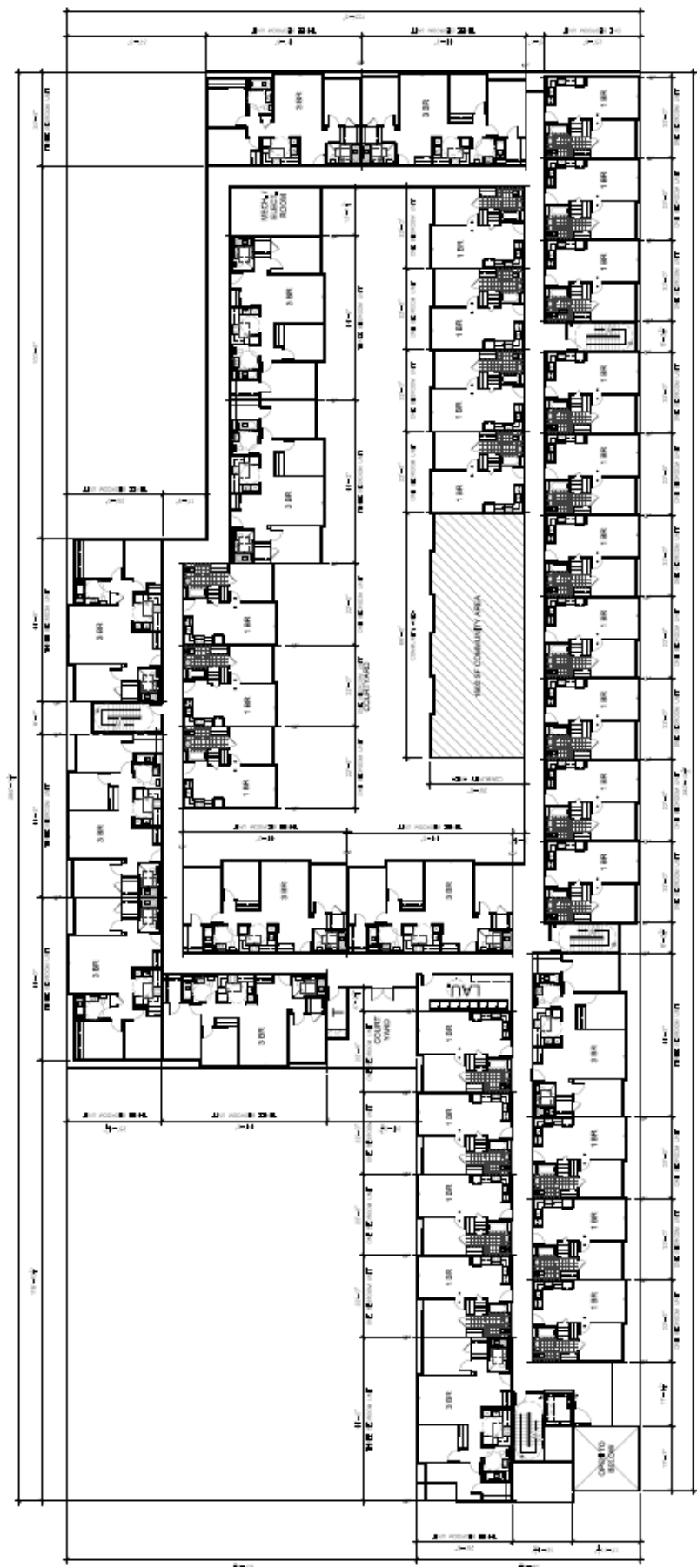
<sup>17</sup> Aszkenazy Development, Inc. Letter dated February 6, 2011 to the city.



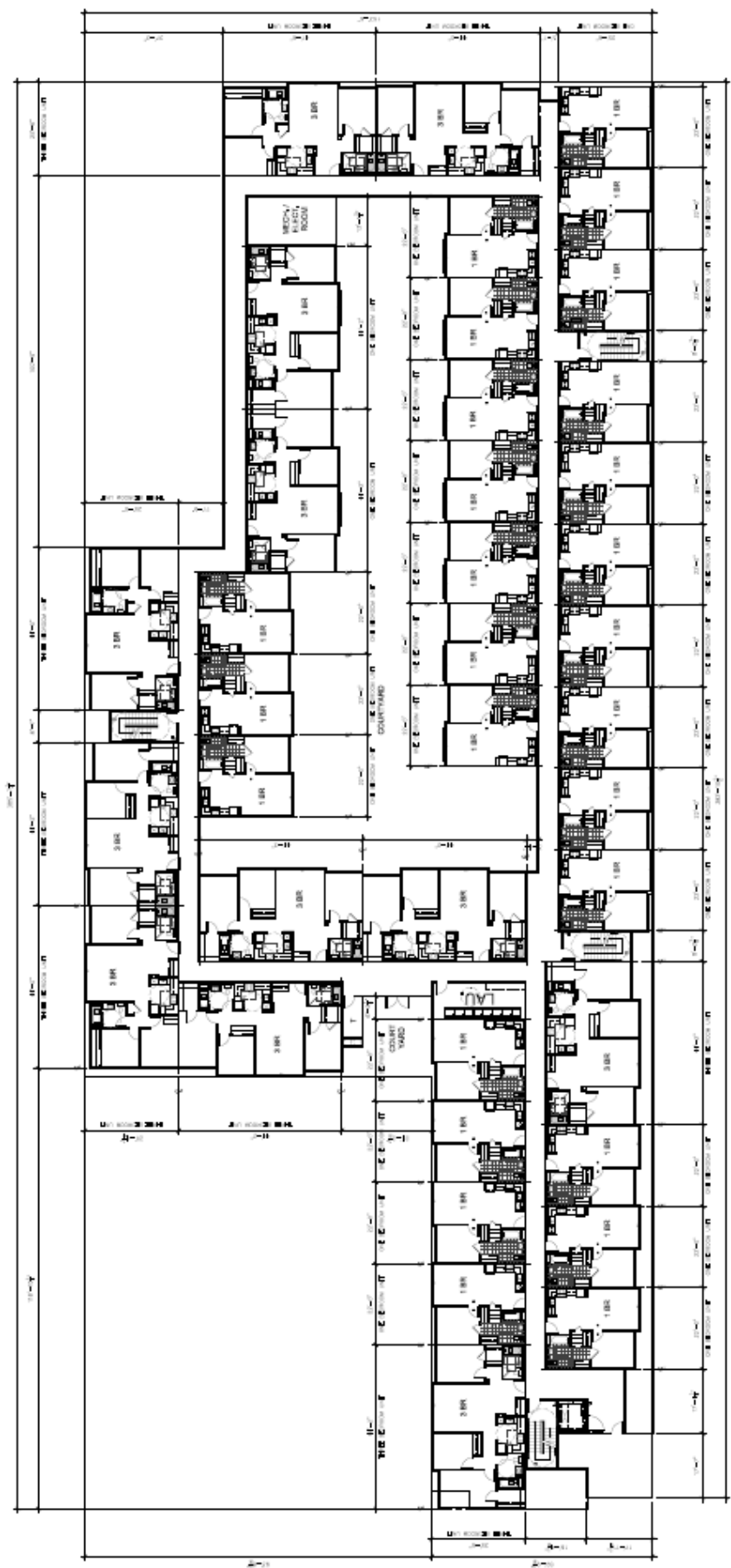


**EXHIBIT 2-5**  
**SITE PLAN FOR PHASE 1 (FERMOORE ST.)**  
SOURCE: John Cotton Architects, Inc.

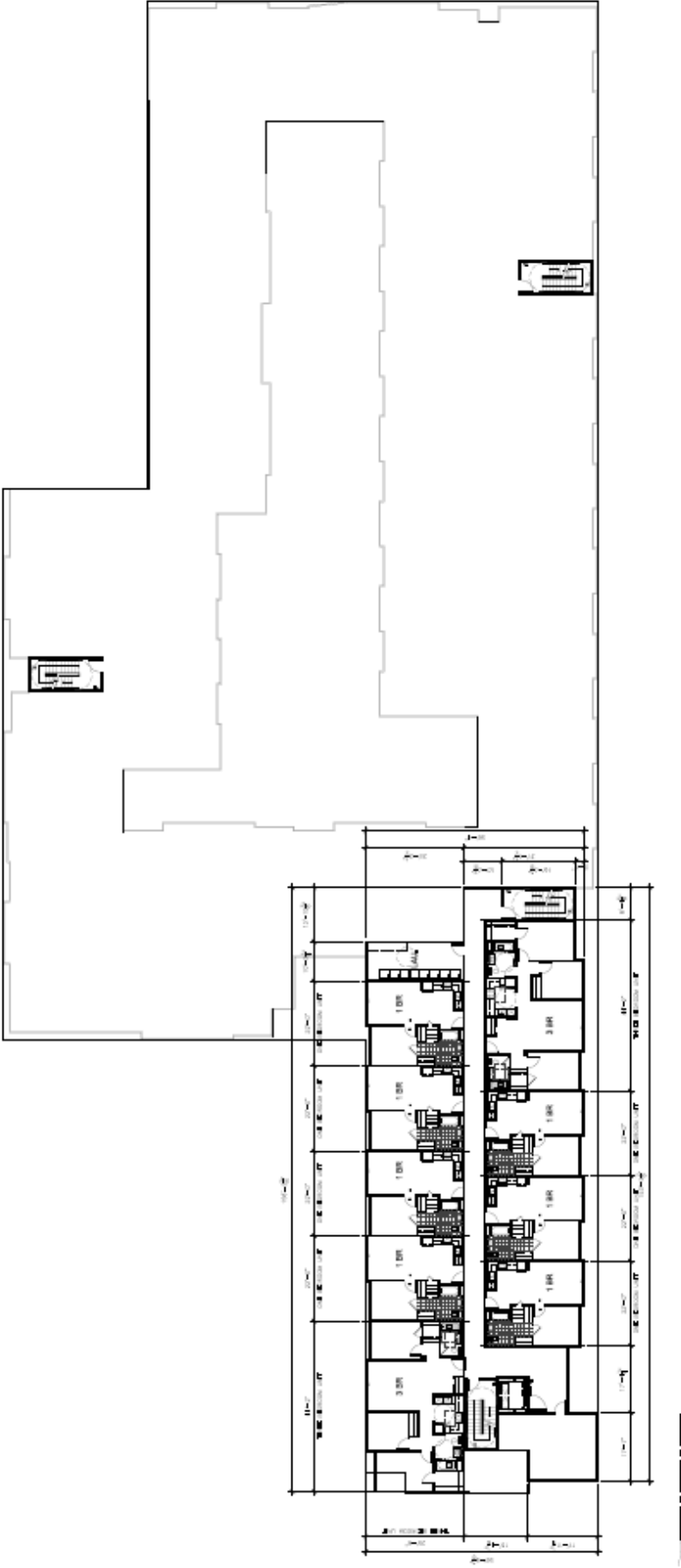
**SOURCE: John Cotton Architects, Inc.**



**EXHIBIT 2-7**  
**SECOND LEVEL PLAN FOR PHASE 1 (FERMOORE ST.)**  
SOURCE: John Cotton Architects, Inc.

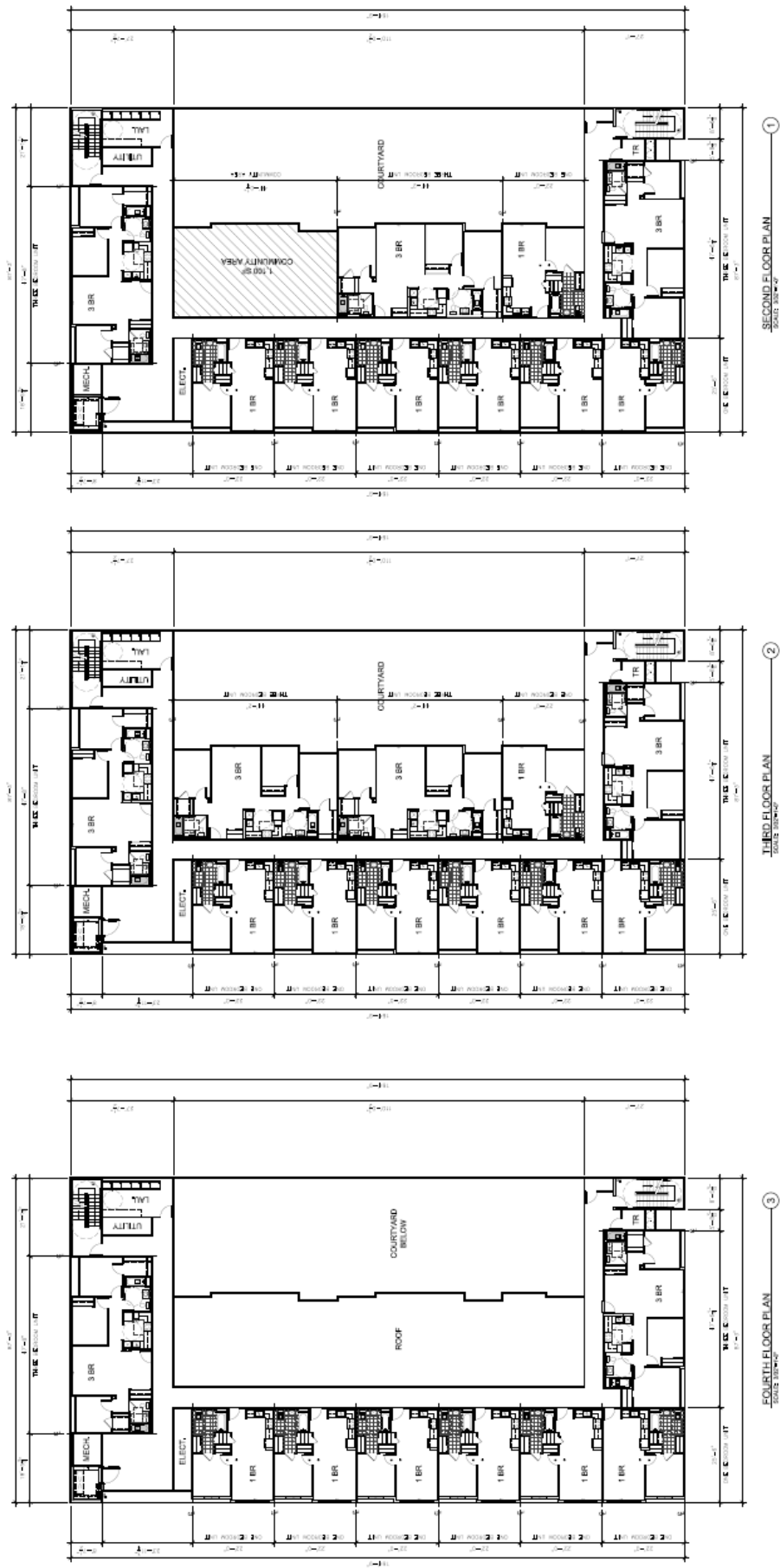


**EXHIBIT 2-8**  
**THIRD LEVEL PLAN FOR PHASE 1 (FERMOORE ST.)**  
SOURCE: John Cotton Architects, Inc.



**EXHIBIT 2-9**  
**FOURTH LEVEL PLAN FOR PHASE 1 (FERMOORE ST.)**  
SOURCE: John Cotton Architects, Inc.

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**EXHIBIT 2-11**  
**FLOOR PLANS FOR PHASE 2 (HARDING AVE.)**  
SOURCE: John Cotton Architects, Inc.

Table 2-2 provides a summary of the bedroom configurations for the proposed apartment buildings. As indicated in the table, a total of 78 units will consist of one-bedroom floor plans and 35 units will consist of three-bedroom floor plans.

**Table 2-2  
Summary of Room Count**

Level	Floor Area	1 Bedroom	3 Bedroom	Total
<b>Phase 1 (Fermore Street)</b>				
First Level	43,636 sq. ft.	0 units	0 units	0 units
Second Level	34,562 sq. ft.	24 units	12 units	36 units
Third Level	34,562 sq. ft.	27 units	12 units	39 units
Fourth Level	8,291 sq. ft.	7 units	2 units	9 units
Total	121,051 sq. ft.	58 units	26 units	84 units
<b>Phase 2 (Harding Avenue)</b>				
First Level	14,438 sq. ft.	0 units	0 units	0 units
Second Level	10,666 sq. ft.	7 units	3 units	10 units
Third Level	10,666 sq. ft.	7 units	4 units	11 units
Fourth Level	7,963 sq. ft.	6 units	2 units	8 units
Total	43,733 sq. ft.	20 units	9 units	29 units
<b>Grand Total</b>				
	164,784 sq. ft.	78 units	35 units	113 units

Source: John Cotton Architects, Inc.

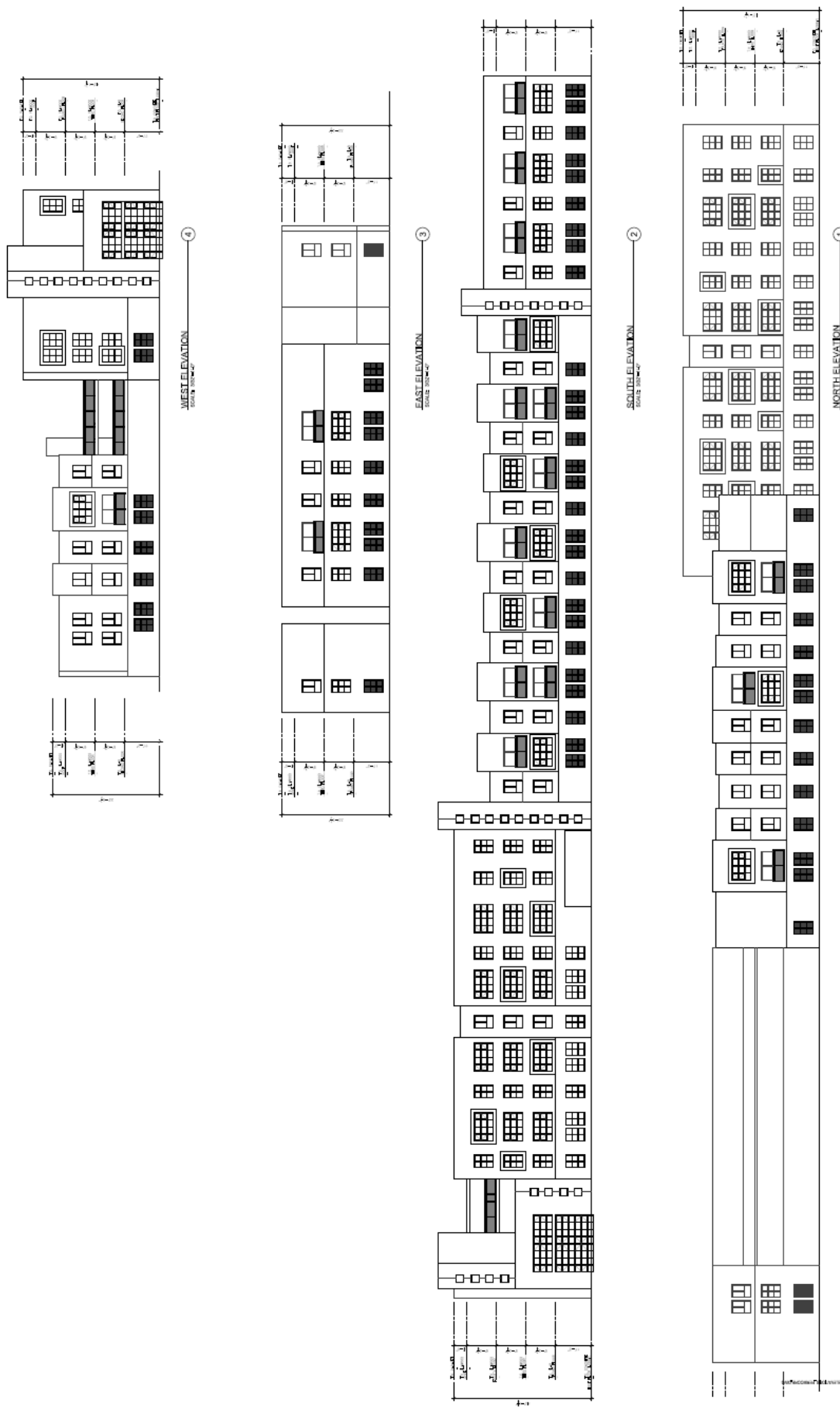
As indicated previously, the proposed apartment buildings will consist of four levels with parking provided on the ground level and the living areas provided in the upper levels. The maximum height of both buildings (Phase 1 and Phase 2) will be 45-feet. Building elevations for the Phase 1 and Phase 2 developments are provided in Exhibits 2-12 and 2-13, respectively.<sup>18</sup> A single access to the Phase 1 development (Fermore Street) is shown on the site plan. This primary access will be from Fermore Street though an emergency access fire lane connection is also shown.<sup>19</sup> Primary vehicular access to the Phase 2 building will be provided by a driveway connection along the east side of Harding Avenue. Both access ways will provide direct access to the ground level parking areas.<sup>20</sup>

<sup>18</sup> John Cotton Architects, Inc. (Site Plan and Building Elevations for the Fermore Apartments and the Harding Apartments). February 3, 2012.

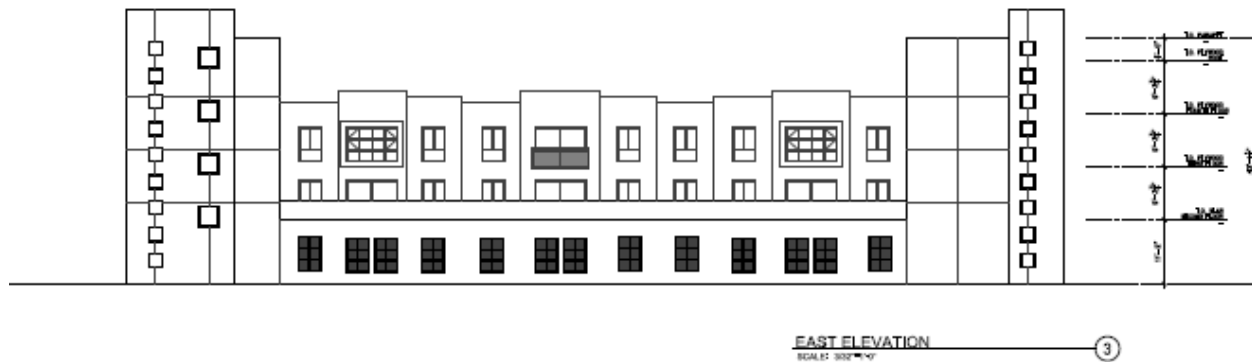
<sup>19</sup> The analysis included in Section 3.16 includes a mitigation measure that calls for the emergency access lane that connects to Harding Avenue to be redesigned to provide primary vehicular access to the Phase 1 building.

<sup>20</sup> John Cotton Architects, Inc. (Site Plan and Building Elevations for the Fermore Apartments and the Harding Apartments). February 3, 2012.





**EXHIBIT 2-12**  
**BUILDING ELEVATIONS FOR PHASE 1 (FERMOORE ST.)**  
SOURCE: John Cotton Architects, Inc.



**EXHIBIT 2-13**  
**BUILDING ELEVATIONS FOR PHASE 2 (HARDING AVE.)**  
SOURCE: John Cotton Architects, Inc.

The development standards including landscaping requirements, setback requirements, open space requirements, and lot coverage requirements are analyzed herein in Section 3.10 (Land Use). The proposed project's parking characteristics are compared to the City's off-street parking requirements in Section 3.16.

The proposed construction phases will include grading and excavation, building erection, and finishing. The construction schedule will take approximately 12 months to complete once the necessary approvals and financing have been obtained by the applicant. Subsequent to obtaining development entitlements from the Planning and Preservation Commission and the City Council, a staging plan for the proposed construction will be submitted as part of building permit plan check review process for approval by the Public Works Department and the Community Development Department. The construction plan shall note the locations of all on-site utility facilities as well as trash containers, construction vehicle parking areas, and the staging area for debris removal, and the delivery of building materials. Construction hours will also be required to comply with the current San Fernando City Code Noise Standards. In addition, the contractors will be required to provide adequate security as a means to secure all building materials and equipment during the construction phases. Storm water mitigation will also be addressed during this phase of construction.

## **2.4 OBJECTIVES OF THE PROJECT & DISCRETIONARY ACTIONS**

The objectives the City seeks to accomplish as part of the proposed project's implementation are described below.

- To further facilitate new residential infill development to provide new housing opportunities for various income groups;
- To ensure that new development conforms to the City's General Plan and Zoning Ordinance; and,
- To ensure that the proposed project's environmental impacts are mitigated to the greatest extent possible.

A discretionary decision is an action taken by a government agency (for this project, the government agency is the City of San Fernando) that calls for an exercise of judgment in deciding whether to approve a potential development.

The R3 zoning currently being sought for the Fermoore Street (Phase 1) site allows for 78 residential units. To meet the proposed unit configuration, Aszkenazy Development, Inc. will seek an additional 6 units under Government Code Section 65915 (State Density Bonus Law). Also under G.C. §65915, Aszkenazy Development, Inc. will seek three concessions as well as apply State mandated parking ratios for affordable housing. The three concessions being sought are the ability to exceed lot coverage allowed in the R-3 zone, an elimination of balconies as defined as usable open space, and the reduction of common open space. In return, Aszkenazy Development, Inc. will provide a minimum of 24 low income units at or below 80% AMI (area median income). These three lots will also require a zone change from M-1 (Limited Industrial) to R-3 (Multiple Family). The phase will also necessitate lot line adjustments to three parcels consisting of APNs 2520-011-006, 2520-011-041, 2520-011-043.

The R-3 zoning currently being sought for the Phase 2 (Harding Avenue site) permits 21 residential units. To meet the proposed unit configuration, Aszkenazy Development, Inc. is seeking approvals for an additional 9 units under G.C. §65915. Also under G.C. §65915, Aszkenazy Development, Inc. will also seek three additional concessions and use of the State's mandated parking ratios for affordable housing. The three concessions being sought include the ability to exceed lot coverage allowed in the R-3 zone, an elimination of balconies as defined as usable open space, and a reduction of common open space. In return, Aszkenazy Development, Inc. will provide a minimum of 7 low-income units at or below 80% AMI (area median income). One lot (APN 2520-017-002) will require a zone change from M-1 (Limited Industrial) to R-3 (Multiple Family).

Other permits required for the project will include, but may not be limited to a lot merger, and issuance of grading permits, building permits, and occupancy permits from the City of San Fernando and utility connection permits from the utility providers.



## SECTION 3 ENVIRONMENTAL ANALYSIS

This section of the Initial Study analyzes the potential environmental impacts that may result from the proposed project's implementation. The issue areas evaluated in this Initial Study include:

- |  |  |
|--|--|
| <ul style="list-style-type: none"><li>➤ Aesthetics (Section 3.1);</li><li>➤ Agricultural and Forestry Resources (Section 3.2);</li><li>➤ Air Quality (Section 3.3);</li><li>➤ Biological Resources (Section 3.4);</li><li>➤ Cultural Resources (Section 3.5);</li><li>➤ Geology and Soils (Section 3.6);</li><li>➤ Greenhouse Gas Emissions; (Section 3.7);</li><li>➤ Hazards and Hazardous Materials (Section 3.8);</li></ul> | <ul style="list-style-type: none"><li>➤ Hydrology and Water Quality (Section 3.9);</li><li>➤ Land Use and Planning (Section 3.10);</li><li>➤ Mineral Resources (Section 3.11);</li><li>➤ Noise (Section 3.12);</li><li>➤ Population and Housing (Section 3.13);</li><li>➤ Public Services (Section 3.14);</li><li>➤ Recreation (Section 3.15);</li><li>➤ Transportation (Section 3.16);</li><li>➤ Utilities (Section 3.17); and,</li><li>➤ Mandatory Findings of Significance (Section 3.18)</li></ul> |
|--|--|

The environmental analysis included in this section of the Initial Study reflects the Initial Study Checklist format used by the City of San Fernando ("the City") Community Development Department in its environmental review process. Under each issue area, an analysis of impacts is provided in the form of questions and answers. The analysis contained herein, provides a response to the individual questions. The Initial Study will assist the City in making a determination as to whether there is a potential for significant or adverse impacts on the environment associated with the implementation of the proposed project as described in Section 2, herein. For the evaluation of potential impacts, questions are stated and an answer is provided according to the analysis undertaken as part of this Initial Study's preparation. To each question, there are four possible responses:

- *No Impact.* The proposed project *will not* have any measurable environmental impact on the environment.
- *Less Than Significant Impact.* The proposed project *may have* the potential for affecting the environment, although these impacts will be below levels or thresholds that the City or other responsible agencies consider to be significant.
- *Less Than Significant Impact With Mitigation.* The proposed project *may have* the potential to generate impacts that will have a significant impact on the environment. However, the level of impact may be reduced to levels that are less than significant with the implementation of mitigation measures.
- *Potentially Significant Impact.* The proposed project may result in environmental impacts that are significant.

### **3.1 AESTHETIC IMPACTS**

#### **3.1.1 THRESHOLDS OF SIGNIFICANCE**

According to the City of San Fernando, acting as Lead Agency, a project may be deemed to have a significant adverse aesthetic impact if it results in any of the following:

- An adverse effect on a scenic vista;
- Substantial damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway; or,
- A new source of substantial light and glare that would adversely affect day or night-time views in the area.

#### **3.1.2 ANALYSIS OF ENVIRONMENTAL IMPACTS**

*A. Would the project affect a scenic vista? No Impact.*

The City's local relief is generally level and ranges from 1,017 feet above mean sea level (AMSL) to 1,250 feet AMSL. This generally level topography is due to the City's location over an alluvial fan that is the result of the deposition of water-borne materials from the mountains and hillside areas located to the north of the City (the City is located in the northeastern portion of the San Fernando Valley near the south-facing base of the San Gabriel Mountains).<sup>21</sup> The dominant scenic vistas from the project area include the views of the Santa Susana Mountains, located to the west, and the San Gabriel Mountains located to the north. The two, four level buildings will have a maximum height of 45 feet. There are no designated scenic vistas or resources present within the vicinity of the project site. The new buildings will impact the southerly-facing views of those homes located along Second Street. These views are now dominated by the commercial and industrial uses located along the railroad right of way (ROW) north of Truman Street. No protected views are present in the immediate area that could be affected by the proposed project.<sup>22</sup> As a result, no significant adverse impacts are anticipated.

*B. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? No Impact.*

Much of the City's architectural character was derived from the San Fernando Mission, founded in 1797. Notable historically significant buildings that are located within the City include the Casa de Lopez Adobe, the Morningside Elementary School Auditorium, and the historic Post Office. In addition to the Mission Revival style, other architectural styles found within the area include Spanish Colonial Revival, Mediterranean, and Monterey. Other architectural influences present in the area include Craftsman, Bungalow, Beaux-Arts, Art Deco, and Victorian styles. These architectural styles also flourished at the

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<sup>21</sup> City of San Fernando. *San Fernando Parking Lots Draft Environmental Impact Report*. February 20, 2008.

<sup>22</sup> United State Geological Survey. *San Fernando 7 1/2 Minute Quadrangle*. Release Date March 25, 1999

turn of the century primarily in residential construction, with a few commercial and public buildings exhibiting these design characteristics as well.

As indicated in the floor plans and building elevations provided in Section 2, the building will include modern design elements and other features that will provide articulation along the exterior elevations of both buildings. The maximum building height will be 45-feet for both buildings.<sup>23</sup> The proposed elevations of the new Phase 1 and Phase 2 buildings are shown in Exhibits 2-12 and 2-13, respectively. Both development sites are vacant. The Phase 1 site was previously occupied by a manufacturing use that has been removed and the site's environmental cleanup has been completed. The Phase 2 site is a surface parking lot that was used by the aforementioned discontinued manufacturing use. The development sites are located within a transitional area that extends along the First Street corridor. Land uses found immediately north of the railroad right-of-way that parallels First Street include smaller industrial and manufacturing uses that are interspersed among residential development. Residential land uses are located further east and north (north of Second Street) of the development sites.

As indicated previously, there are no designated scenic highways in the vicinity of the project site. In addition, no trees are found within either development site. The project sites are currently vacant and their development will be beneficial in terms of eliminating a source of potential visual and physical blight. As a result, the proposed project's implementation will not result in any significant adverse impacts with respect to scenic highways, historic buildings, or other significant view elements. Furthermore, the project's final design must comply with the City's adopted multi-family residential design guidelines.

*C. Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? Less Than Significant Impact with Mitigation.*

Residential development such as that being proposed, is considered to be a light sensitive receptor and, as a result, care must be taken as part of any future planning to avoid light trespass and spill over onto neighboring residential property. Homes are found along Second Street. Potential sources of light and glare that may result from the proposed project include decorative lighting, security lighting, interior lighting, and vehicle headlights. Unprotected lighting from the proposed project could, in the absence of mitigation, affect those residences located near the project sites. Other lighting sources may include vehicle headlights, though the cars entering and exiting the first floor parking garage will be directed towards the west and south, away from the existing residential uses. Mitigation measures have been identified in Section 3.1.4 that will be effective in reducing potential light and glare impacts to levels that are less than significant.

### **3.1.3 CUMULATIVE IMPACTS**

The potential aesthetic impacts related to views, aesthetics, and light and glare is site specific. Furthermore, the analysis determined that future residential development arising from the implementation of the proposed project would not result in any significant adverse view shed impacts. As

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<sup>23</sup> John Cotton Architects, Inc. (Site Plan and Building Elevations for the Fermoore Apartments and the Harding Apartments. February 3, 2012.

a result, no cumulative aesthetic impacts are anticipated. Mitigation measures that will be effective in reducing potential light and glare impacts are required.

### **3.1.4 MITIGATION MEASURES**

The following mitigation measures will reduce the proposed project's light and glare impacts to levels that are less than significant:

*Mitigation Measure 1 (Aesthetic Impacts).* The applicant shall prepare and submit an outdoor lighting plan (which includes a photometric analysis) pursuant to the City's Lighting Ordinance (Chapter 106-834, Lighting) to the Community Development Department that includes a foot-candle map illustrating the amount of light from the project site at adjacent light sensitive receptors. The outdoor lighting plan shall be subject to final review and approval by the Community Development Department. Landscape lighting shall be designed as an integral part of the project. Lighting levels shall respond to the type, intensity, and location of use. Safety and security for pedestrians and vehicular movements must be anticipated. Light fixtures shall have cut-off shields to prevent light spill and glare into adjacent areas.

*Mitigation Measure 2 (Aesthetic Impacts).* The exterior window glazing of the proposed apartment structures shall be constructed of materials that consist of non-reflective tinted glass (no mirror-like tints or films).

## **3.2 AGRICULTURE AND FORESTRY RESOURCES**

### **3.2.1 THRESHOLDS OF SIGNIFICANCE**

According to the City of San Fernando, acting as Lead Agency, a project may be deemed to have a significant impact on agriculture resources if it results in any of the following:

- The conversion of prime farmland, unique farmland or farmland of statewide importance;
- A conflict with existing zoning for agricultural use or a Williamson Act contract;
- A conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §4526), or zoned timberland production (as defined by Government Code §51104(g));
- The loss of forest land or the conversion of forest land to a non-forest use; or,
- Changes to the existing environment that due to their location or nature may result in the conversion of farmland to non-agricultural uses.



### 3.2.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? No Impact.*

No agricultural activities are located within either project site or on adjacent parcels, nor does the City of San Fernando General Plan or Zoning Ordinance provide for any agricultural land use designation.<sup>24</sup> The majority of the City is underlain by the Hanford Soils Association (2%-5% slopes). This soil classification is considered to be a *prime farmland soil* in the rural portions of the Antelope Valley only. In the urbanized areas of Los Angeles County, this soil is not designated as a “*prime farmland soil, unique farmland soil, or a soil of statewide importance.*” As a result, the proposed project’s implementation will not impact any protected farmland soils.<sup>25</sup>

- B. *Would the project conflict with existing zoning for agricultural use or a Williamson Act contract? No Impact.*

No agricultural activities are presently located within either project site or in the immediate area.<sup>26</sup> In addition, the project sites are not subject to a Williamson Act contract. As a result, no impacts on existing or future Williamson Act contracts will result from the proposed project’s implementation.

- C. *Would the project conflict with existing zoning for or cause rezoning of, forest land (as defined in Public Resources Code Section 4526), or zoned timberland production (as defined by Government Code § 51104(g))? No Impact.*

San Fernando is located within a larger urban area and no forest lands are located within the City or in the surrounding area. A topographic map provided in Exhibit 3-1 illustrates the degree of urban development in the area surrounding the project sites. The City of San Fernando General Plan does not specifically provide for any forest land protection.<sup>27</sup> As a result, no impacts on forest land or timber resources will result from the proposed project’s implementation.

- D. *Would the project result in the loss of forest land or the conversion of forest land to a non-forest use? No Impact.*

The project sites are located within an urban area. No forest land is located within the City nor does the general plan provide for any forest land protection. No loss or conversion of forest lands will result from the proposed development. As a result, no significant adverse impacts are anticipated with the proposed project’s implementation.

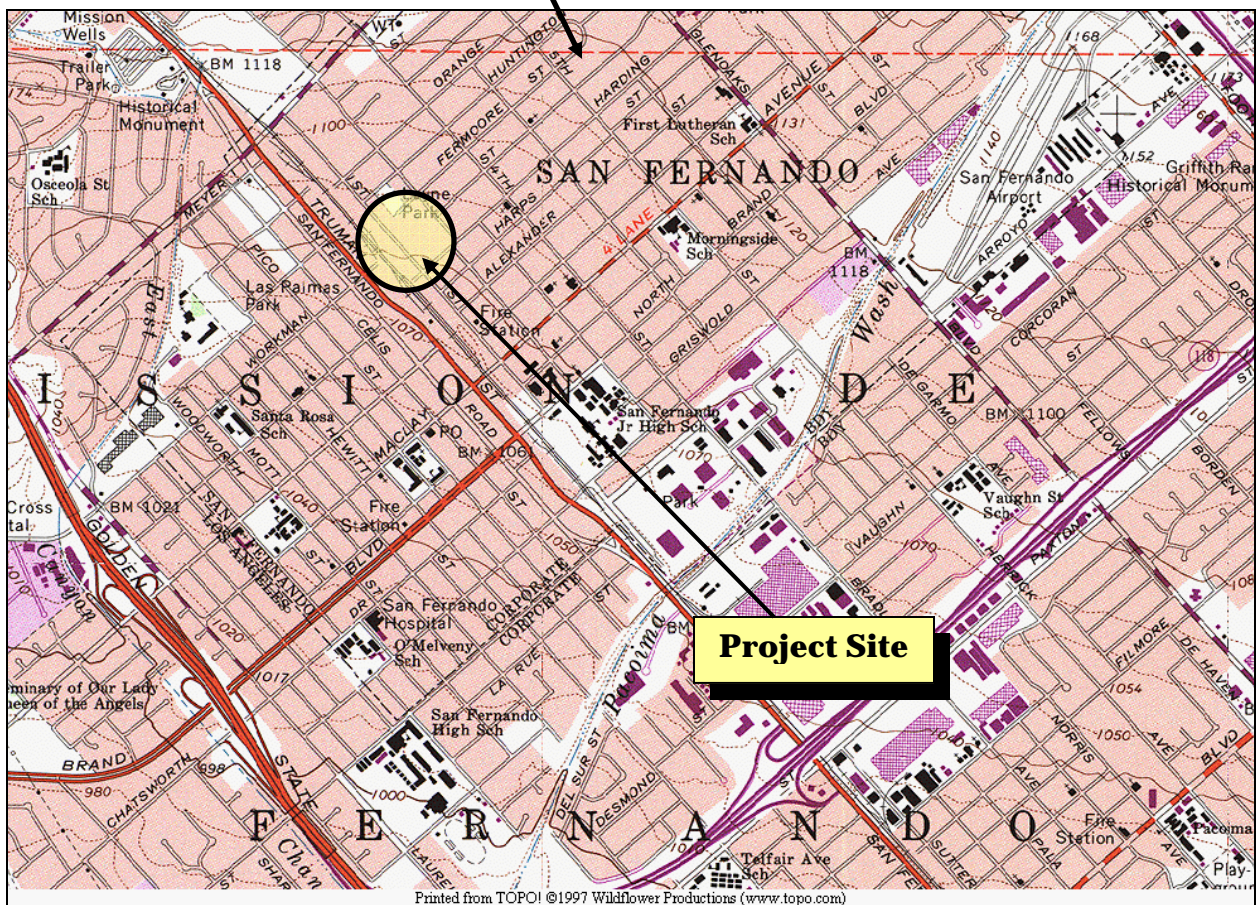
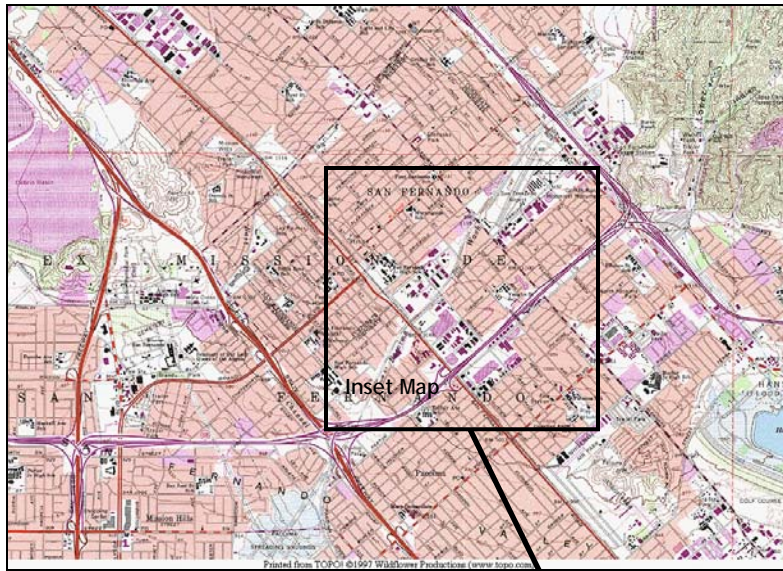
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<sup>24</sup> City of San Fernando. *San Fernando General Plan Land Use Element*. 1987.

<sup>25</sup> California, State of. Department of Conservation. *Farmland Mapping and Monitoring Program*. July 13, 1995.

<sup>26</sup> Blodgett/Baylosis Associates. *Site Survey*. February 15, 2012.

<sup>27</sup> City of San Fernando. *San Fernando General Plan Conservation Element, Chapter 3*. January 1987. Page CON-12



## EXHIBIT 3-1 LAND COVER

SOURCE: UNITED STATES GEOLOGICAL SURVEY



*E. Would the project involve other changes in the existing environment that, due to their location or nature, may result in conversion of farmland to non-agricultural use? No Impact.*

No agricultural activities or farmland uses are located within the City or within either project site.<sup>28</sup> As indicated previously, the project sites and the surrounding properties are currently developed and no agricultural activities are located within the site or in the surrounding area. The proposed project will not involve the conversion of any existing farmland area to urban uses and no significant adverse impacts are anticipated.

### **3.2.3 CUMULATIVE IMPACTS**

The analysis determined that there is no remaining agricultural or forestry resources in the City. The analysis also determined that the implementation of the proposed project would not result in any significant adverse impacts of agriculture or forestry resources. As a result, no cumulative impacts on agricultural or farmland resources will occur.

### **3.2.4 MITIGATION MEASURES**

The analysis of agricultural and forestry resources indicated that no significant adverse impacts on these resources would occur as part of the proposed project's implementation. As a result, no mitigation measures are required.

## **3.3 AIR QUALITY**

### **3.3.1 THRESHOLDS OF SIGNIFICANCE**

According to the City of San Fernando, acting as Lead Agency, a project will normally be deemed to have a significant adverse environmental impact on air quality, if it results in any of the following:

- A conflict with the obstruction of the implementation of the applicable air quality plan;
- A violation of an air quality standard or contribute substantially to an existing or projected air quality violation;
- A cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard;
- The exposure of sensitive receptors to substantial pollutant concentrations; or,
- The creation of objectionable odors affecting a substantial number of people.

The South Coast Air Quality Management District (SCAQMD) has established quantitative thresholds for short-term (construction) emissions and long-term (operational) emissions for criteria pollutants. These criteria pollutants include the following:

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<sup>28</sup> United State Geological Survey. *San Fernando 7 1/2 Minute Quadrangle*. Release Date March 25, 1999.

- *Ozone (O<sub>2</sub>)* is a nearly colorless gas that irritates the lungs, damages materials, and vegetation. O<sub>2</sub> is formed by photochemical reaction (when nitrogen dioxide is broken down by sunlight).
- *Carbon monoxide (CO)*, a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain, is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust.
- *Nitrogen dioxide (NO<sub>2</sub>)* is a yellowish-brown gas, which at high levels can cause breathing difficulties. NO<sub>2</sub> is formed when nitric oxide (a pollutant from burning processes) combines with oxygen.
- *PM<sub>10</sub> and PM<sub>2.5</sub>* refers to particulate matter less than ten microns and two and one-half microns in diameter, respectively particulates of this size cause a greater health risk than larger-sized particles since fine particles can more easily be inhaled.<sup>29</sup>

### 3.3.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

*A. Would the project conflict with or obstruct implementation of the applicable air quality plan? No Impact.*

The City of San Fernando is located within the South Coast Air Basin, which covers a 6,600-square-mile area within Orange County, non-desert portions of Los Angeles County, Riverside County, and San Bernardino County. Air quality in the basin is monitored by the South Coast Air Quality Management District (SCAQMD) at various monitoring stations located throughout the region.<sup>30</sup> Measures to improve regional air quality are outlined in the SCAQMD's Air Quality Management Plan (AQMP).<sup>31</sup> The 2007 AQMP replaced the 2003 AQMP and the latter AQMP is designed to meet both state and federal Clean Air Act planning requirements for all of the geographic areas under the jurisdiction of the SCAQMD.

The South Coast Air Basin (SCAB) has experienced poor air quality to the area's topography as well as metrological influences that have often lead to the creation of inversion layers that prevent the dispersal of pollutants. During the mid-20<sup>th</sup> century, SCAB experienced the worst air pollution in the nation, which gave rise to various strategies to improve air quality. However, the region's air quality has shown a steady and gradual improvement since the 1970's. This improvement in air quality has been largely due to the elimination of many stationary emission sources, more stringent vehicle emissions controls, and new regulations governing activities that contribute to air pollution (such as open-air fires). The primary criteria pollutants that remain non-attainment in the SCAB area include PM<sub>2.5</sub> and Ozone.

The most recent 2007 AQMP focused on the control of ozone and smaller particulates and their precursors. The AQMP also incorporated significant new scientific data, emission inventories, ambient measurements, control strategies, and air quality modeling. The Final 2007 AQMP was jointly prepared

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<sup>29</sup> *CEQA Air Quality Handbook*. April 1993 [as amended 2009].

<sup>30</sup> South Coast Air Quality Management District, *Final 2007 Air Quality Plan*, Adopted June 2007.

<sup>31</sup> *Ibid.*

with the California Air Resources Board (CARB) and the Southern California Association of Governments (SCAG).<sup>32</sup> Two consistency criteria that may be referred to in determining a project's conformity with the AQMP is defined in Chapter 12 of the Air Quality Management Plan (AQMP) and Section 12.3 of the SCAQMD's CEQA Air Quality Handbook. Consistency Criteria 1 refers to a project's potential for resulting in an increase in the frequency or severity of an existing air quality violation or a contribution to the continuation of an existing air quality violation. Criteria 2 refers to the project's potential for exceeding the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation.<sup>33</sup> The proposed project will involve the construction of 113 rental units in two phases.

The proposed project is not considered by the SCAQMD to be a regionally significant project since it is an infill development. The project will not significantly affect any regional population, housing, and employment projections prepared for the City by the SCAG due to its size (113 residential units).<sup>34</sup> Finally, the project is not subject to the requirements of the Air Quality Management Plan's PM<sub>10</sub> Program, which is limited to the desert portions of the South Coast Air Basin. As a result, the proposed project would not be in conflict with, or result in an obstruction of, the applicable 2007 AQMP. The proposed project will not result in any significant adverse impacts related to the implementation of the AQMP.

*B. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation? Less than Significant Impact With Mitigation.*

Pollutants regulated by the federal and state Clean Air Acts correspond to the following three categories: criteria air pollutants; toxic air contaminants, and global warming and ozone-depleting gases. Pollutants in each of these categories are monitored and regulated differently. Criteria air pollutants are measured by ambient air sampling and refer to those pollutants that are subject to both federal and state ambient air quality standards as a means to protect public health. The federal and state standards have been established at levels to ensure that human health is protected with an adequate margin of safety. For some criteria pollutants, such as carbon monoxide, there are also secondary standards designed to protect the environment, in addition to human health. Toxic air contaminants are typically measured at the source and their evaluation and control is generally site or project-specific. Finally, global warming and ozone-depleting gases are not monitored.

Specific National Ambient Air Quality Standards (NAAQS) have been promulgated by the Federal government. The California Air Resources Board (CARB) has also established ambient air quality standards for six of the pollutants regulated by the EPA (CARB has not established standards for PM<sup>2.5</sup>). Some of the California ambient air quality standards are more stringent than the national ambient air quality standards as well as additional standards for sulfates, vinyl chloride, and visibility.<sup>35</sup> Table 3-1 lists the current national and California ambient air quality standards for each criteria pollutant.

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<sup>32</sup> South Coast Air Quality Management District, *Final 2007 Air Quality Plan*, Adopted June 2007.

<sup>33</sup> South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993 [as amended 2009]. Table 11-4.

<sup>34</sup> These projections are critical in the development of policies for the Growth Management Plan, the Regional Transportation Plan, and ultimately, the Air Quality Management Plan.

<sup>35</sup> South Coast Air Quality Management District, *Final 2007 Air Quality Plan*, Adopted June 2007.

**Table 3-1  
National and California Ambient Air Quality Standards**

<b>Pollutants</b>	<b>National Standards</b>	<b>State Standards</b>
Lead (Pb)	1.5 µg/m <sup>3</sup> (calendar quarter)	1.5 µg/m <sup>3</sup> (30-day average)
Sulfur Dioxide (SO <sub>2</sub> )	0.14 ppm (24-hour)	0.25 ppm (1-hour) 0.04 ppm (24-hour)
Carbon Monoxide (CO)	9.0 ppm(8-hour) 35 ppm(1-hour)	9.0 ppm (8-hour) 20 ppm (1-hour)
Nitrogen Dioxide (NO <sub>2</sub> )	0.053 ppm (annual average)	0.25 ppm (1-hour)
Ozone (O <sub>3</sub> )	0.12 ppm (1-hour)	0.09 ppm (1-hour)
Fine Particulate Matter (PM <sub>10</sub> )	150 µg/m <sup>3</sup> (24-hour)	50 µg/m <sup>3</sup> (24-hour)
Sulfate	None	25 µg/m <sup>3</sup> (24-hour)
Visual Range	None	10 miles (8-hour) w/humidity < 70 percent

Source: South Coast Air Quality Management District. 2010

The proposed project would also be considered to have a significant effect on air quality if it violates any AAQS, contributes substantially to an existing air quality violation, or exposes sensitive receptors to substantial pollutant concentrations. In addition to the federal and state AAQS thresholds, there are daily and quarterly emissions thresholds for construction and operation of a proposed project established by the SCAQMD. Projects in the SCAB generating construction-related emissions that exceed any of the following emissions thresholds are considered to be significant under CEQA.

- 75 pounds per day of reactive organic compounds;
- 100 pounds per day of nitrogen dioxide;
- 550 pounds per day or 24.75 of carbon monoxide;
- 150 pounds per day of PM<sub>10</sub>; or,
- 150 pounds per day of sulfur oxides.

The proposed project would have a significant effect on air quality if any of the operational emissions “significance” thresholds for criteria pollutants are exceeded:

- 55 pounds per day of reactive organic compounds;
- 55 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM<sub>10</sub>; or,
- 150 pounds per day of sulfur oxides.

The proposed project's implementation will result in both short-term (construction-related) emissions and long-term (operational) emissions. Short-term airborne emissions will occur during the construction phases of the project and include the following:

- Activities related to land clearance, grading, and excavation will result in fugitive dust emissions;
- Equipment emissions associated with the use of construction equipment during site preparation and construction activities will be generated. This construction equipment is generally diesel-powered, resulting in high levels of nitrogen oxide [NO<sub>x</sub>] and particulate emissions; and,
- Delivery vehicles and workers commuting to and from the construction site will generate mobile emissions.

As shown in Table 3-2, the construction of each phase of the housing development will result in daily construction emissions that will be "less than significant" since they will be below the SCAQMD's daily thresholds. However, mitigation measures have been included in Section 3.3.4 as a means to further reduce construction-related emissions.

**Table 3-2**  
**Estimated Short-Term Emissions (lbs/day)**

Source	CO	ROG	PM <sub>10</sub>	PM <sub>2.5</sub>	NO <sub>x</sub>
Phase 1 Construction Emissions	13.81	26.67	0.76	0.70	12.60
Phase 1 Fugitive Particulates	--	--	11.01	2.30	--
Phase 2 Construction Emissions	8.00	9.07	0.68	0.62	10.76
Phase 2 Fugitive Particulates	--	--	3.81	1.30	--
Short-term Thresholds	550	75	150	150	100

Source: California Air Resources Board, URBEMIS 9.2.2

Table 3-3 summarizes the long-term operational emissions from each phase of the proposed multiple-family residential development once it is occupied. Long-term emissions refer to those air quality impacts that will occur once the development is operational and occupied and these impacts will continue over the operational life of the project. The long-term air quality impacts associated with the proposed project includes the following:

- Mobile emissions associated with vehicular traffic;
- On-site stationary emissions related to the operation of household equipment; and,
- Off-site stationary emissions associated with the generation of energy (natural gas and electrical).

The analysis of long-term operational impacts also used a computer model developed by the California Air Resources Board (CARB). The computer model requires the knowledge of a number of independent variables to ascertain project emissions, such as trip generation rates, size of the project, worker trip

characteristics, and others.<sup>36</sup> As indicated in Table 3-3, the long-term operational emissions will be below thresholds considered by the SCAQMD to be significant.

**Table 3-3  
Existing and Future Long-Term Emissions (lbs/day)**

Emissions Type	Criteria Pollutants (lbs./day)				
	CO	ROG	PM10	NOX	SOX
Phase 1 Future Mobile Emissions	40.74	3.48	8.44	4.36	0.05
Phase 1 Future Stationary Emissions	1.90	4.63	0.01	0.84	0.00
Total Phase 1 Emissions	42.64	8.11	8.45	5.20	0.05
Phase 2 Future Mobile Emissions	14.07	1.20	2.91	1.50	0.02
Phase 2 Future Stationary Emissions	1.67	1.68	0.01	0.30	0.00
Total Phase 2 Emissions	15.74	2.88	2.92	1.58	0.02
Long –Term Thresholds	550	55	150	100	150

Source: California Air Resources Board, URBEMIS 9.2.4

As indicated in Tables 3-2 and 3-3, the projected short-term and long-term emissions are below thresholds considered to represent a significant adverse impact. As a result, no significant adverse impacts are anticipated with the proposed project's implementation.

*C. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? Less than Significant Impact.*

As indicated previously, the SCAB is non-attainment for ozone. The long-term emissions from the proposed development will result in daily emissions that will not exceed the SCAQMD's thresholds. Reactive organic gasses (ROG) are precursors for the formation of ozone. As indicated in the preceding section, the projected ROG emissions are also below the SCAQMD's thresholds of significance (refer to Table 3-2 and Table 3-3). As a result, the cumulative air quality impacts are considered to be less than significant.

*D. Would the project expose sensitive receptors to substantial pollutant concentrations? Less than Significant Impact.*

Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality and typically include homes, schools, playgrounds, hospitals, convalescent homes, and other facilities where children or the elderly may congregate.<sup>37</sup> These population groups are generally more sensitive to poor air quality. The residential uses contemplated as part of the proposed project's implementation are

<sup>36</sup> California Air Resources Board. URBEMIS 9.2.4. 2012

<sup>37</sup> South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. 2004 (as amended).



considered to be sensitive receptors. The following are applicable local emission concentration standards for carbon monoxide.

- California one-hour carbon monoxide standard of 20.0 ppm; or,
- California eight-hour carbon monoxide standard of 9.0 ppm.

The proposed project's trip generation will not be significant enough to result in a carbon monoxide "hot spot" that could lead to an exceedance of the state's 1-hour or 8-hour carbon monoxide standards. As indicated in the traffic analysis (refer to Section 3.16), the proposed project's traffic generation will not lead to any significant impact on area intersections.<sup>38</sup> As a result, no impacts related to the creation of a carbon monoxide "hot spots" are anticipated. The SCAQMD also regulates levels of air toxics through a permitting process that covers both construction and operation. The SCAQMD has adopted Rule 1401 for both new and modified sources that use materials classified as air toxics. The SCAQMD CEQA Guidelines for permit processing consider the following types of projects significant:

- Any project involving the emission of a carcinogenic or toxic air contaminant identified in SCAQMD Rule 1401 that exceeds the maximum individual cancer risk of one in one million or 10 in one million if the project is constructed with best available control strategy for toxics (T-BACT) using the procedures in SCAQMD Rule 1401;
- Any project that could accidentally release an acutely hazardous material or routinely release a toxic air contaminant posing an acute health hazard; and,
- Any project that could emit an air contaminant that is not currently regulated by SCAQMD rule, but that is on the federal or state air toxics list.

The proposed project involves the construction of up to 113 residential units and the proposed development will not result in any toxic emissions. As a result, the potential impacts on sensitive receptors are considered to be less than significant.

*E. Would the project create objectionable odors affecting a substantial number of people? No Impact.*

The SCAQMD has identified those land uses that are typically associated with odor complaints. These uses include activities involving livestock, rendering facilities, food processing plants, chemical plants, composting activities, refineries, landfills, and businesses involved in fiberglass molding.<sup>39</sup> No significant odor emissions are anticipated given the nature and extent of the proposed residential development. As a result, no order-related impacts are anticipated.

### **3.3.3 CUMULATIVE IMPACTS**

The proposed project's would not result in any new exceedance of air pollution standards nor contribute significantly to an existing air quality violation. Furthermore, the analysis determined that the proposed

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<sup>38</sup> South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. 2004 (as amended).

<sup>39</sup> Ibid.

project would not result in any significant adverse impacts. As a result, no significant adverse cumulative air quality impacts will occur.

### **3.3.4 MITIGATION MEASURES**

The analysis of potential air quality impacts indicated that no significant adverse operational impacts would result from the proposed project's implementation. However, the following measures will be required to further mitigate potential short-term construction related emissions.

*Mitigation Measure 3 (Construction Emissions).* All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.

*Mitigation Measure 4 (Construction Emissions).* The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.

*Mitigation Measure 5 (Construction Emissions).* All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.

*Mitigation Measure 6 (Construction Emissions).* All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.

*Mitigation Measure 7 (Construction Emissions).* All dirt/soil materials transported off-site shall be either sufficiently watered and securely covered to prevent excessive amount of dust.

*Mitigation Measure 8 (Construction Emissions).* General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.

*Mitigation Measure 9 (Construction Emissions).* Trucks and other construction equipment shall be shut off when not in use.

## **3.4 BIOLOGICAL RESOURCES**

### **3.4.1 THRESHOLDS OF SIGNIFICANCE**

According to the City of San Fernando, acting as Lead Agency, a project may be deemed to have a significant adverse impact on biological resources if it results in any of the following:

- A substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service;

- A substantial adverse effect on any riparian habitat or other sensitive natural plant community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service;
- A substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means;
- A substantial interference with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites;
- A conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or,
- A conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

### **3.4.2 ANALYSIS OF ENVIRONMENTAL IMPACTS**

- A. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? No Impact.*

As indicated in the preceding sections, the City is located in an urbanized area. No native habitat remains in the vicinity of the project site due to the areas past development. The plants located with the Phase 1 site are limited to grasses and ruderal vegetation. The Phase 2 site is paved and was used for surface parking. There are no trees located within either site and the remaining landscaping is in poor condition. There are no sensitive or unique biological resources located within the adjacent properties.<sup>40</sup> As a result, no impacts on any candidate, sensitive, or special status species will result from proposed project.

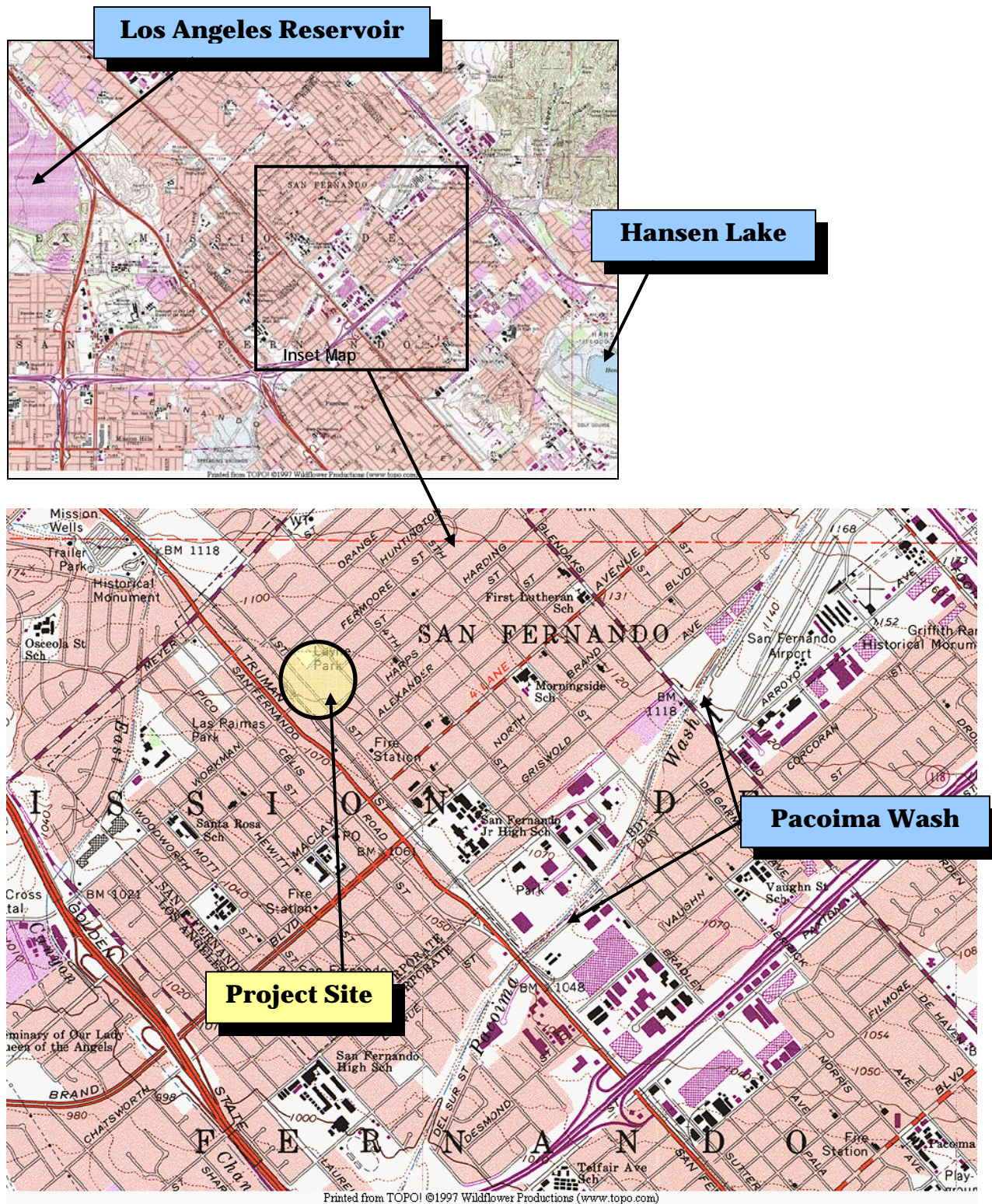
- B. *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? No Impact.*

There are no native or natural riparian plant habitats found within the project sites or in the adjacent properties. The plants located with the Phase 1 site are limited to grasses and ruderal vegetation. The Phase 2 site is paved and was used for surface parking. No “blue line” streams are located within or adjacent to either project site. The nearest designated “blue-line” stream is the Pacoima Wash, located approximately 4,300 feet to the southeast (refer to Exhibit 3-2). The Pacoima Wash is concrete lined at this location and is used for flood control purposes. As a result, no significant adverse impacts on natural or riparian habitats will result from the proposed project’s implementation.

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<sup>40</sup> City of San Fernando. *San Fernando General Plan, Chapter 3, Conservation Element*. Page CON-12. January 6, 2004.





**EXHIBIT 3-2**  
**BIOLOGICAL RESOURCES**  
SOURCE: UNITED STATES GEOLOGICAL SURVEY

- C. *Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? No Impact.*

The project sites and the adjacent properties do not contain any natural wetland habitat. No “blue line” streams are located within or adjacent to the project site. The nearest designated “blue-line” stream is the Pacoima Wash, located approximately 4,300 feet to the southeast.<sup>41</sup> As a result, the proposed project will not impact any protected wetland area or designated blue-line stream.

- D. *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites? No Impact.*

The project sites are currently undeveloped and the plants located onsite are limited to ruderal vegetation. As indicated in the preceding section, the adjacent properties are developed and do not contain any natural or native vegetation. No trees are located within either project sites’ boundaries that could provide resting areas for migratory birds.<sup>42</sup> No natural open space areas are located on-site or in the surrounding area that would potentially serve as an animal migration corridor. As a result, no significant adverse impacts are anticipated.

- E. *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? No Impact.*

The project sites and the adjacent properties do not contain any protected habitat. No trees are located within either of the project sites’ boundaries. The project sites are currently vacant and the plants located onsite are limited to ruderal vegetation. The existing landscaping within the Phase 1 site is also in poor condition and the Phase 2 site is covered over in asphalt. As a result, the proposed project is not in conflict with any local policies or ordinances protecting biological resources and no significant adverse impacts are anticipated.

- F. *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? No Impact.*

As indicated previously, the project sites are located within an urbanized setting, and no natural habitats are found within the adjacent areas. The project sites are not located within an area governed by a habitat conservation or community conservation plan.<sup>43</sup> As a result, no adverse impacts on local, regional or state habitat conservation plans will result from the proposed project’s implementation.

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<sup>41</sup> City of San Fernando. *San Fernando General Plan, Chapter 3, Conservation Element*. Page CON-12. 1987

<sup>42</sup> Blodgett/Baylosis Associates. *Site Survey*. February 15, 2012.

<sup>43</sup> United State Geological Survey. *San Fernando 7 1/2 Minute Quadrangle*. Release Date March 25, 1999.



### **3.4.3 CUMULATIVE IMPACTS**

The impacts on biological resources are typically site specific. The proposed project will not involve any loss of protected habitat. Furthermore, the analysis determined that the proposed project will not result in any significant adverse impacts. As result, the proposed project's implementation would not result in an incremental loss or degradation of those protected habitats found in the Southern California region. As a result, no cumulative impacts on biological resources will be associated with the proposed project's implementation.

### **3.4.4 MITIGATION MEASURES**

The analysis indicated that the proposed project would not result in any significant adverse impacts on biological resources. As a result, no mitigation measures are required.

## **3.5 CULTURAL RESOURCES**

### **3.5.1 THRESHOLDS OF SIGNIFICANCE**

According to the City of San Fernando, acting as Lead Agency, a project will normally have a significant adverse impact on cultural resources if it results in any of the following:

- A substantial adverse change in the significance of a historical resource as defined in §15064.5 of the state's CEQA Guidelines;
- A substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the state's CEQA Guidelines;
- The destruction of a unique paleontological resource, site or unique geologic feature; or,
- The disturbance of any human remains, including those interred outside of formal cemeteries.

### **3.5.2 ANALYSIS OF ENVIRONMENTAL IMPACTS**

*A. Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the State CEQA Guidelines? No Impact.*

Historic structures and sites are defined by local, state, and federal criteria. A site or structure may be historically significant if it is locally protected through a local general plan or historic preservation ordinance. In addition, a site or structure may be historically significant according to state or federal criteria even if the locality does not recognize such significance. The state, through the Office of Historic Preservation, also maintains an inventory of those sites and structures that are considered to be historically significant. Finally, the U. S. Department of the Interior has established specific guidelines and criteria that indicate the manner in which a site, structure, or district is to be defined as having historic significance and in the determination of its eligibility for listing on the National Register of Historic Places.

In 1874 San Fernando became "the first City of the valley" when Charles Maclay laid out the first township map for the "City of San Fernando." During this period, most of the settlements in the region were agriculturally based and centered around the citrus industry. During this early period, San Fernando served as a regional commercial center for the larger region. In 1876, the Southern Pacific Railroad linked San Fernando with Los Angeles and this increased access made the community a more viable place to live, subsequently driving up land values. The growth that followed effectively eliminated the citrus industry, and ultimately led to the City's incorporation in 1911. As the area around Los Angeles urbanized, most of the surrounding cities were eventually annexed into the City of Los Angeles as a means to obtain access to water and services. However, San Fernando was able to maintain its independence due to its own deep well water supply.

A single location is recorded on the National Register of Historic Places: the Casa de Lopez Adobe located at 1100 Pico Street. In addition to its designation as a national historical site, it is also a state and county historical site. The City also completed a comprehensive historic resources preservation program. An initial step of this process involved the completion of a city-wide inventory of potential historically significant properties. The survey was completed by Cultural Resources Management LLC in 2002. The survey identified over 230 potentially significant historic sites including two that may be eligible for the National Register. The survey also identified a single potential National Register Historic District. The project sites are not included on this list. As a result, the proposed project's implementation will not result in any significant adverse impacts on historic resources.

*B. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the State CEQA Guidelines? No Impact.*

The region in and around the City of San Fernando was home to the Gabrielino Indians. One of the largest Indian settlements was located near the existing San Fernando Mission. The village of Achooykomenga was reportedly one of the largest communities in the San Fernando Valley. The exact location of this village is unknown. The early baptismal register from the mission also identifies a settlement in what is now Pacoima.<sup>44</sup>

The great majority of the potential development sites in the City were previously disturbed and no archaeological resources were reported during previous grading and excavation activities in the area.<sup>45</sup> In addition, the project sites have undergone extensive disturbances as part of past construction activities. No significant archaeological sites are likely to be discovered during grading activities due to the degree of past disturbance.<sup>46</sup> As a result no impacts on archaeological resources are anticipated from the proposed project.

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<sup>44</sup> McCawley, William. *The First Angelinos, The Gabrielino Indians of Los Angeles*. 1996.

<sup>45</sup> United State Geological Survey. *San Fernando 7 1/2 Minute Quadrangle*. Release Date March 25, 1999.

<sup>46</sup> City of San Fernando. [Final] General Plan Environmental Impact Report. Section 4.12, Page 4.12-1.

*C. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? No Impact.*

The potential for paleontological resources in the area is considered low due to the character of subsurface soils (recent alluvium) and the amount of disturbance associated with the previous development on the site.<sup>47</sup> As a result, no significant adverse impacts are anticipated.

*D. Would the project disturb any human remains, including those interred outside of formal cemeteries? No Impact.*

The only cemetery near the project sites is located adjacent to the San Fernando Mission. The cemetery is located at 1160 Stranwood Avenue next to the San Fernando Mission grounds. While there are approximately 2,400 individuals interred in the San Fernando Mission cemetery, its distance from the project site make any unintentional disturbance of burials unlikely. No other cemeteries are located within the City. As a result, the proposed construction activities are not anticipated impact any interred human remains.

### **3.5.3 CUMULATIVE IMPACTS**

The potential environmental impacts related to cultural resources are site specific. Furthermore, the analysis herein also determined that the proposed project would not result in any impacts on cultural resources. As a result, no cumulative impacts will occur as part of the proposed project's implementation.

### **3.5.4 MITIGATION MEASURES**

The analysis of potential cultural resources impacts indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

## **3.6 GEOLOGY**

### **3.6.1 THRESHOLDS OF SIGNIFICANCE**

According to the City of San Fernando, acting as Lead Agency, a project may be deemed to have a significant adverse impact on the environment if it results in the following:

- The exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault (as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the California Geological Survey for the area or based on other substantial evidence of a known fault), ground shaking, liquefaction, or landslides;
- Substantial soil erosion resulting in the loss of topsoil;

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<sup>47</sup> Ibid. Page 4.12-2.



- The exposure of people or structures to potential substantial adverse effects, including location on a geologic unit or a soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse;
- Locating a project on an expansive soil, as defined in the California Building Code, creating substantial risks to life or property; or,
- Locating a project in, or exposing people to potential impacts, including soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

### **3.6.2 ANALYSIS OF ENVIRONMENTAL IMPACTS**

- A. *Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault (as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault), ground-shaking, liquefaction, or landslides? Less than Significant Impact.*

The City of San Fernando is located in the Peninsular Range geologic province, which is characterized by northwest-trending topographic and structural features. The Peninsular Range province is bounded by the Transverse Range province to the north and the Colorado Desert province to the west. The inland portion of the Peninsular Range province consists of numerous mountain ranges that are composed of igneous and metamorphic rocks of Mesozoic and Paleozoic age. An irregular coastal plain is located on the western edge of the province (that includes the Los Angeles Coastal Plain) that is composed of marine and non-marine elastic deposits of Upper Cretaceous, Tertiary and Quaternary age. The City is located in the northwest corner of the Los Angeles Basin. This basin trends to the northwest with an axis that extends 50 miles and has a width of approximately 20 miles and is bounded on the east by the San Gabriel Mountains, on the north by the Santa Monica Mountains, on the east and southeast by the Santa Ana Mountains and San Joaquin Hills, and on the southwest by the Palos Verdes Hills and the Pacific Ocean.

The Los Angeles Basin was a large marine embayment during the Miocene Period that extended as far inland as Pasadena and Pomona ultimately merging with the Ventura Basin. By the Pliocene, the embayment was smaller and generally covered an area slightly larger than the present day lowlands. Subsequent regressions of the coastline as well as uplift have exposed the current basin. The sedimentary deposits in the basin since the Miocene are reportedly as thick as 40,000 feet.<sup>48</sup> The City is located within the San Fernando Quadrangle. San Fernando and the neighboring communities are located in the northern San Fernando Valley floor in the southerly portion of the quadrangle. The San Gabriel Mountains extend along the northern half of the San Fernando Quadrangle. The eastern end of the Santa Susana Mountains also extends into the westerly portion of the Quadrangle. Canyons within the

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<sup>48</sup> California Geological Survey. *Open File Report 98-06. Seismic Hazard Evaluation of the San Fernando 7.5 Minute Quadrangle, Los Angeles County, California.* 1998.

mountains extend in a southerly direction towards the San Fernando Valley. The San Fernando Valley is an east-trending structural trough within the Transverse Ranges of Southern California.

The geomorphology of the Los Angeles Basin is a direct result of the tectonic forces common to the region. The area's topography is a direct result of the seismic influences that have contributed to the uplift that is evident from the nearby mountains. The region is bisected by numerous faults. Many of which are still considered to be active and many more unknown blind thrust faults are also likely to be present in the area.<sup>49</sup> The most probable major sources of a significant earthquake affecting the San Fernando area include the San Andreas fault zone, located approximately 5 miles to the northwest, and the Sierra Madre Fault zone, located approximately 2 miles to the north and southwest. Both the San Andreas and Sierra Madre zones have been recognized for some time as being active. The 1971 San Fernando earthquake occurred on a branch of the Sierra Madre fault zone, and has resulted in the entire length of the Sierra Madre fault zone being considered potentially active. Both the San Andreas and Sierra Madre zones have been associated with surface rupturing as well as significant ground shaking effects. However, no active faults are known to exist in the City.<sup>50</sup> Table 3-4 identifies major earthquake faults within the surrounding region as well as their characteristics. The locations of the major faults in the Los Angeles region are shown in Exhibit 3-3.

**Table 3-4**  
**Major Active Earthquake Faults Located in the Region**

<b>Name</b>	<b>Type of Fault</b>	<b>Length</b>	<b>Most Recent Surface Rupture</b>	<b>Slip Rate/Year</b>	<b>Fault Rupture Interval</b>
Chatsworth	Reverse	20 km	Late Quaternary	Unknown	Unknown
Mission Hills	Reverse	10 km	Possibly Holocene	0.5 mm	Unknown
Northridge Hills	Reverse	25 km	Late Quaternary	Unknown	Unknown
San Andreas	Right lateral/strike slip	1,200 km	1857	20 to 35 mm	140 years
San Fernando	Thrust	17 km	1971	5 mm	200 years
San Gabriel	Right lateral/strike slip	140 km	Holocene (recent) to Late Quaternary	1 to 5 mm	Unknown
Santa Susana	Thrust	38 km	1971	5 – 7mm	Unknown
Sierra Madre	Reverse	75 km	Holocene	0.36 to 0.44 mm	2,000 years
Raymond	Left Lateral	26 km	Holocene	0.1 to 0.22 mm	4,500 years
Verdugo	Reverse	21 km	Holocene	0.5 mm	Unknown

Source: United States Geological Survey. Southern California Earthquake Center. 2004.

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<sup>49</sup> U.S. Geological Survey, *Evaluating Earthquake Hazards in the Los Angeles Region - An Earth Science Perspective*, USGS Professional Paper 1360, 1985.

**SOURCE: UNITED STATES GEOLOGICAL SURVEY**

All of the faults identified in Table 3-4 are located outside of the City's corporate boundaries. As a result, surface rupture is not anticipated to occur in the vicinity of the project site in the event of an earthquake from the known faults in the surrounding region. Furthermore, no areas of the City are included within an Aquist-Priolo Special Studies Zone. As a result, no surface rupture impacts will likely impact the proposed project site. As indicated in the previous section, there are a number of active faults that are located in the surrounding region. The project sites are located within a seismically active region and will be subject to ground-shaking and other seismically induced effects, including liquefaction. Two major Southern California earthquakes have occurred in the region during the past 35 years: the 1971 Sylmar earthquake and the 1994 Northridge earthquake. The magnitude 6.6 Sylmar Earthquake occurred on February 9, 1971 at 6:01 a.m. along the San Fernando Fault Zone. The magnitude 6.7 Northridge earthquake occurred at 4:30 am on January 17, 1994.

The California Geological Survey (formerly the State of California Division of Mines and Geology) is authorized to implement the Seismic Hazards Mapping Act of 1990 (the "Act"). The Act directs the Department of Conservation (of which the California Geological Survey is a part) to identify and map areas prone to earthquake hazards of liquefaction, earthquake-induced landslides and amplified ground shaking. The purpose of the Act is to reduce the threat to public safety and to minimize the loss of life and property by identifying and mitigating these seismic hazards.<sup>51</sup> The Act was passed by the legislature following the 1989 Loma Prieta Earthquake. The Seismic Hazard Zone Maps indicate where site-specific investigation is required and these investigations determine whether structural design or modification of the development is necessary.<sup>52</sup>

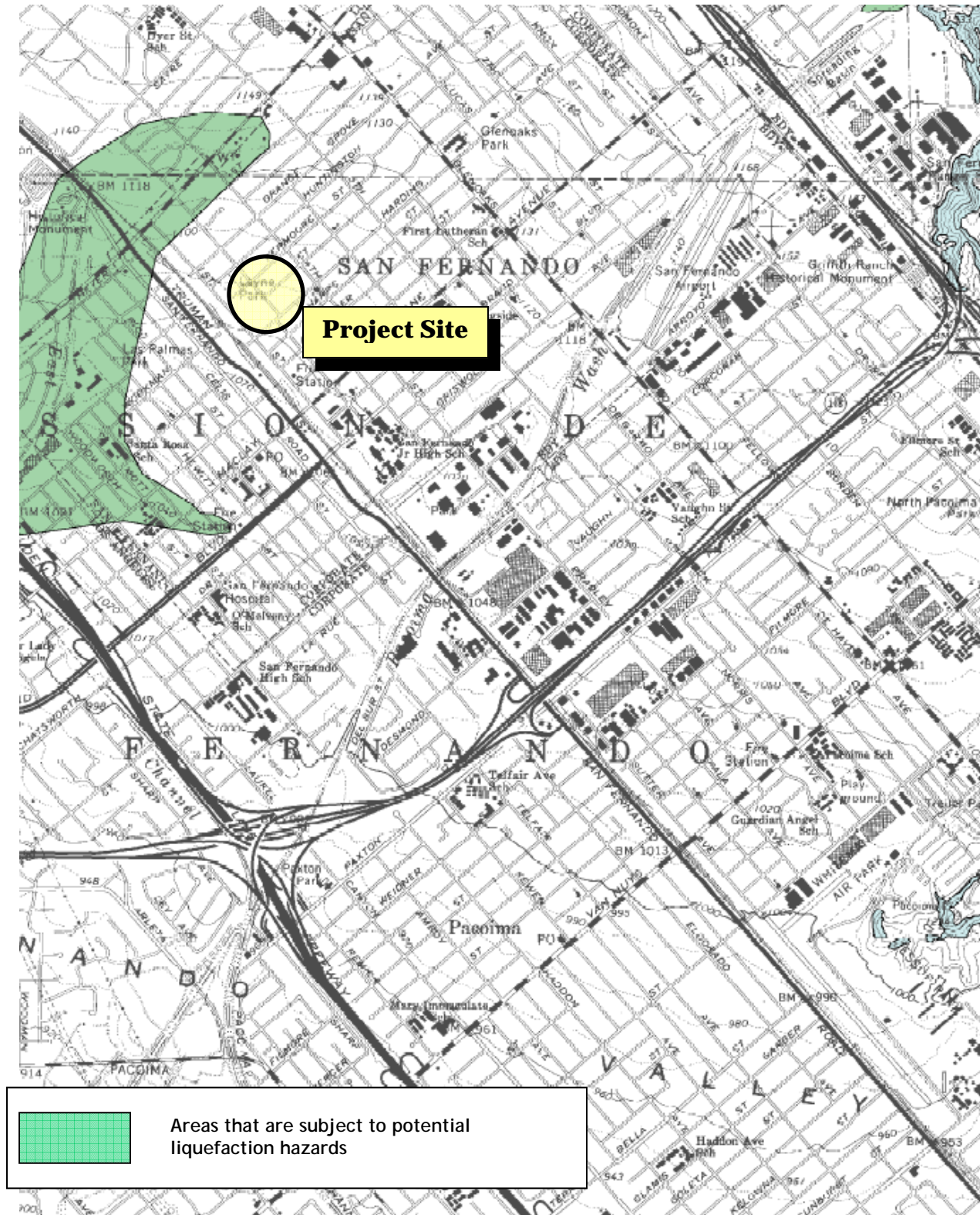
According to the Seismic Zones Hazard Map prepared for the San Fernando 7 1/2 Minute Quadrangle, the project site is located outside an area where there is an elevated risk for liquefaction. A copy of the Seismic Hazard Zone Map is provided in Exhibit 3-4 on the following page. As a result, the impacts are considered to be less than significant.

The project site will continue to be exposed to potential ground shaking in the event of an earthquake. The degree of ground shaking is dependent on the location of the earthquake epicenter, the earthquake's intensity, and a number of other variables. For the project area, the degree of impact will not be significantly different from that anticipated for the surrounding areas. As a result, the proposed impacts are considered to be less than significant.

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<sup>51</sup> Seismic Hazards Mapping Act of 1990 (Public Resources Code, Chapter 7.8, Section 2690-2699.6)

<sup>52</sup> A copy of each approved geotechnical report including the mitigation measures is required to be submitted to the California Geological Survey within 30 days of approval of the report. A Certified Engineering Geologist or Registered Civil Engineer with competence in the field of seismic hazard evaluation is required to prepare, review and approve the geotechnical report. The Act requires peer review and this individual may be either local agency staff or a retained consultant. It must be noted that the Department of Conservation does not have authority to approve or disapprove the geotechnical reports; rather the data is utilized for future updates as well as monitor the effectiveness of the Program. In addition, cities and counties are to incorporate the Seismic Hazard Zone Maps into their Safety Elements. Both the Act and the Natural Hazard Disclosure Statement also require sellers of real property to disclose to buyers if property is in a Seismic Hazard Zone of Required Investigation.



**EXHIBIT 3-4**  
**LIQUEFACTION HAZARDS IN THE SAN FERNANDO AREA**  
SOURCE: CALIFORNIA GEOLOGICAL SURVEY



*B. Would the project expose people or structures to potential substantial adverse effects, including substantial soil erosion or the loss of topsoil? Less than Significant Impact*

The project sites were previously covered over with impervious surfaces as part of the previous development. The Phase 1 site is covered over with grasses and ruderal vegetation. The future development arising as part of the proposed project's implementation will involve the continued covering of the site with impervious materials. As a result, the potential soil erosion impacts associated with future development are considered to be less than significant. Given the character of the site and that of the surrounding properties, no significant adverse impacts related to expansive soils are anticipated.

*C. Would the project expose people or structures to potential substantial adverse effects, including location on a geologic unit or a soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? No Impact.*

Recent studies completed by the CGS Seismic Hazard Zones Mapping Program indicate the project sites are not located within an area subject to potential slope failure.<sup>53</sup> The sites are also located on relatively level terrain that has previously undergone development. As a result, no impacts due to potential unstable soils are anticipated.

*D. Would the project result in or expose people to potential impacts, including location on expansive soil, as defined in Uniform Building Code (2001), creating substantial risks to life or property? No Impact.*

The soils that underlie the project sites consist of silty sand, clayey sand, and clay. These soils do not represent a constraint to development, as evidenced by existing development found within the immediate area. Furthermore, the site's soils do not exhibit any unique shrink-swell characteristics. As a result, no expansive soil impacts are anticipated.

*E. Would the project result in or expose people to potential impacts, including soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? No Impact.*

No septic tanks will be used as part of any future residential development. The proposed project will be required to connect with the nearby sanitary sewer system. As a result, no impacts associated with the use of septic tanks will occur as part of the proposed project's implementation.

### **3.6.3 CUMULATIVE IMPACTS**

The potential cumulative impact related to earth and geology is typically site specific. Furthermore, the analysis herein determined that the proposed project would not result in significant adverse impacts related to landform modification, grading, or the destruction of a geologically significant landform or

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<sup>53</sup> California Division of Mines and Geology. *Preliminary Map of Seismic Hazard Zones*. 1998.

feature. As a result, no cumulative earth and geology impacts will occur as part of the proposed project's implementation.

### **3.6.4 MITIGATION MEASURES**

The analysis determined that the proposed project would not result in any significant adverse impacts related to earth and geology would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

## **3.7 GREENHOUSE GAS EMISSIONS**

### **3.7.1 THRESHOLDS OF SIGNIFICANCE**

A project may be deemed to have a significant adverse impact on greenhouse gas emissions if it results in any of the following:

- The generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and,
- The potential for conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gasses.

### **3.7.2 ENVIRONMENTAL ANALYSIS**

*3.7.A. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? • Less than Significant Impact.*

The State of California requires CEQA documents include an evaluation of greenhouse gas (GHG) emissions or gases that trap heat in the atmosphere. GHG are emitted by both natural processes and human activities. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O). The accumulation of GHG in the atmosphere regulates the earth's temperature. Without these natural GHG, the Earth's surface would be about 61°F cooler. Scientific evidence indicates there is a correlation between increasing global temperatures/climate change over the past century and human induced levels of GHG.<sup>54</sup>

The California Natural Resources Agency is presently developing the State's Climate Adaptation Strategy. Currently, there are no federal standards for GHG emissions and federal regulations have not been promulgated. Recently, the U.S. Supreme Court ruled that the effects associated with climate change are serious and the EPA must regulate GHG as pollutants including the development of regulations for GHG emissions from new motor vehicles. The passage of Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, promulgated the California target to achieve reductions in GHG to 1990 GHG emission levels by the year 2020.

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<sup>54</sup> California, State of. OPR Technical Advisory – CEQA and Climate Change: Addressing Climate Change through the California Environmental Quality Act (CEQA) Review. June 19, 2008.

As indicated previously (refer to Table 3-3 which summarizes the daily operational emissions), the future emissions are less than SCAQMD thresholds.<sup>55</sup> As a result, the impacts related to additional greenhouse gas emissions will be less than significant.

*3.7.B. Would the project conflict an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gasses? • Less than Significant Impact.*

The proposed project would incorporate a number of several design features that are consistent with the California Office of the Attorney General's recommended policies and measures to reduce GHG emissions. A list of the Attorney General's recommended measures and the project's conformance with each are listed in Table 3-5. The new on-site improvements will incorporate sustainable practices that include water, energy, and solid waste efficiency measures.

**Table 3-5**  
**Project Consistency With the Attorney General's Recommendations**

<b>Attorney General's Recommended Measures</b>	<b>Project Compliance</b>	<b>% Reduction</b>
Smart growth, jobs/housing balance, transit-oriented development, and infill development through land use designations, incentives and fees, zoning, and public-private partnerships.	<b>Compliant.</b> The proposed project will facilitate new infill development in an urban area. In addition, the new development will support new infill development improving the region's jobs housing balance. Project is located within ½ mile of transit center.	10%-20%
Create transit, bicycle, and pedestrian connections through planning, funding, development requirements, incentives and regional cooperation; create disincentives for auto use.	<b>Compliant.</b> As part of the proposed improvements, a new sidewalk and landscaping will be installed. Use of City's TDMs to promote alternative modes of transportation	5%
Energy-and water-efficient buildings and landscaping through ordinances, development fees, incentives, project timing, prioritization, and other implementing tools.	<b>Compliant.</b> The new buildings will employ newer efficient utilities and plumbing fixtures. The project will also be required to install modern storm water runoff controls.	10%
Waste diversion, recycling, water efficiency, energy efficiency and energy recovery in cooperation with public services, districts and private entities.	<b>Compliant.</b> The project's contractors will be required to adhere to the use of sustainability practices involving solid waste generation and disposal.	0.5%
Urban and rural forestry through tree planting requirements and programs; preservation of agricultural land and resources that sequester carbon; heat island reduction programs.	<b>Compliant.</b> The project will involve the installation of landscaping. It should be noted that the City is a built-out urban community and contains no natural resource areas such as forests, wildlife habitat, or agricultural land.	0.5%
Regional cooperation to find cross-regional efficiencies in GHG reduction investments and to plan for regional transit, energy generation, and waste recovery facilities.	<b>Compliant.</b> Refer to responses above.	NA
<b>Total Reduction Percentage:</b>		<b>36.0%</b>

1. Emissions Reductions obtained from Appendix B of the CEQA and Climate Change white paper, prepared by CAPCOA (2008).  
Source: Office of the Attorney General, *Sustainability and General Plans: Examples of Policies to Address Climate Change, 2010*.

<sup>55</sup> South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. 2004 (as amended).



Table 3-6 identifies which CARB Recommended Actions applies to the proposed project. Of the 39 measures identified, those that would be considered to be applicable to the proposed project would primarily be those actions related to electricity, natural gas use, water conservation, and waste management. A discussion of each applicable measure and the project's conformity with the measure is provided in Table 3-6. As indicated in the table, the proposed project would not impede the implementation of any of the CARB's recommended actions.

**Table 3-6**  
**Recommended Actions for Climate Change**

<b>ID #</b>	<b>Sector</b>	<b>Strategy Name</b>	<b>Applicable to Project?</b>	<b>Will Project Conflict With Implementation?</b>
T-1	Transportation	Light-Duty Vehicle GHG Standards	No	No
T-2	Transportation	Low Carbon Fuel Standard (Discrete Early Action)	No	No
T-3	Transportation	Regional Transportation-Related GHG Targets	No	No
T-4	Transportation	Vehicle Efficiency Measures	No	No
T-5	Transportation	Ship Electrification at Ports (Discrete Early Action)	No	No
T-6	Transportation	Goods-movement Efficiency Measures	No	No
T-7	Transportation	Heavy Duty Vehicle Greenhouse Gas Emission Reduction Measure – Aerodynamic Efficiency (Discrete Early Action)	No	No
T-8	Transportation	Medium and Heavy-Duty Vehicle Hybridization	No	No
T-9	Transportation	High Speed Rail	No	No
E-1	Electricity and Natural Gas	Increased Utility Energy efficiency programs More stringent Building and Appliance Standards	<b>Yes</b>	No
E-2	Electricity and Natural Gas	Increase Combined Heat and Power Use by 30,000GWh	No	No
E-3	Electricity and Natural Gas	Renewable Portfolio Standard	No	No
E-4	Electricity and Natural Gas	Million Solar Roofs	No	No
CR-1	Electricity and Natural Gas	Energy Efficiency	<b>Yes</b>	No
CR-2	Electricity and Natural Gas	Solar Water Heating	No	No
GB-1	Green Buildings	Green Buildings	<b>Yes</b>	No
W-1	Water	Water Use Efficiency	<b>Yes</b>	No
W-2	Water	Water Recycling	No	No
W-3	Water	Water System Energy Efficiency	<b>Yes</b>	No
W-4	Water	Reuse Urban Runoff	No	No

**Table 3-6  
Recommended Actions for Climate Change (continued)**

<b>ID #</b>	<b>Sector</b>	<b>Strategy Name</b>	<b>Applicable to Project?</b>	<b>Will Project Conflict With Implementation?</b>
W-5	Water	Increase Renewable Energy Production	No	No
W-6	Water	Public Goods Charge (Water)	No	No
I-1	Industry	Energy Efficiency and Co-benefits Audits for Large Industrial Sources	No	No
I-2	Industry	Oil and Gas Extraction GHG Emission Reduction	No	No
I-3	Industry	GHG Leak Reduction from Oil and Gas Transmission	No	No
I-4	Industry	Refinery Flare Recovery Process Improvements	No	No
I-5	Industry	Removal of Methane Exemption from Existing Refinery Regulations	No	No
RW-1	Recycling and Waste Management	Landfill Methane Control (Discrete Early Action)	No	No
RW-2	Recycling and Waste Management	Additional Reductions in Landfill Methane – Capture Improvements	No	No
RW-3	Recycling and Waste Management	High Recycling/Zero Waste	<b>Yes</b>	No
F-1	Forestry	Sustainable Forest Target	No	No
H-1	High Global Warming Potential Gases	Motor Vehicle Air Conditioning Systems (Discrete Early Action)	No	No
H-2	High Global Warming Potential Gases	SF6 Limits in Non-Utility and Non-Semiconductor Applications (Discrete Early Action)	No	No
H-3	High Global Warming Potential Gases	Reduction in Perfluorocarbons in Semiconductor Manufacturing (Discrete Early Action)	No	No
H-4	High Global Warming Potential Gases	Limit High GWP Use in Consumer Products (Discrete Early Action, Adopted June 2008)	No	No
H-5	High Global Warming Potential Gases	High GWP Reductions from Mobile Sources	No	No
H-6	High Global Warming Potential Gases	High GWP Reductions from Stationary Sources	No	No
H-7	High Global Warming Potential Gases	Mitigation Fee on High GWP Gases	No	No
A-1	Agriculture	Methane Capture at Large Dairies	No	No

Source: California Air Resources Board, *Assembly Bill 32 Scoping Plan*, 2008.

AB 32 requires the reduction of GHG emissions to 1990 levels, which would require a minimum 28 percent reduction in "business as usual" GHG emissions for the entire State. As the proposed project would reduce its GHG emissions by 36% (refer to Table 3-5), the potential GHG impacts are considered to be less than significant

### **3.7.3 CUMULATIVE IMPACTS**

The analysis herein also determined that the proposed project would not result in any significant adverse impacts related to the emissions of greenhouse gasses. As a result, no significant adverse cumulative impacts will result from the proposed project's implementation.

### **3.7.4 MITIGATION MEASURES**

The analysis of potential impacts related to greenhouse gas emissions indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

## **3.8 HAZARDS & HAZARDOUS MATERIALS**

### **3.8.1 THRESHOLDS OF SIGNIFICANCE**

According to the City of San Fernando, acting as Lead Agency, a project may be deemed to have a significant adverse impact on risk of upset and human health if it results in any of the following:

- The creation of a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials;
- The creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- The generation of hazardous emissions or the handling of hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school;
- Locating the project on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 resulting in a significant hazard to the public or the environment;
- Locating the project within an area governed by an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport;
- Locating the project in the vicinity of a private airstrip that would result in a safety hazard for people residing or working in the project area;

- The impairment of the implementation of, or physical interference with, an adopted emergency response plan or emergency evacuation plan; or,
- The exposure of people or structures to a significant risk of loss, injury or death involving wild land fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands.

### **3.8.2 ANALYSIS OF ENVIRONMENTAL IMPACTS**

*A. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? No Impact.*

The project sites were previously occupied by a manufacturing use which was discontinued. The buildings that occupied the Phase 1 site were demolished and the site's clean-up was completed.<sup>56</sup> The Phase 2 site is occupied by a surface parking lot that provided parking for the aforementioned manufacturing land use. The proposed project involves the development of both sites as multiple-family residential. Hazardous chemicals and materials used on-site once the units are occupied will be limited to common household chemicals that are generally used in maintenance and cleaning. Because of the nature of the proposed residential use, no hazardous or acutely hazardous materials will be emitted. As a result, no significant adverse impacts are anticipated.

*B. Would the project create a significant hazard to the public or the environment, or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? Less than Significant Impact with Mitigation.*

Future development arising as part of the proposed project's implementation will include 113 residential units in two buildings. The use of hazardous materials for the residential development will consist of those commonly found in a household setting for routine maintenance and cleaning. Environmental investigations and cleanup has been completed and a closure notice was prepared indicating the cleanup has taken place.<sup>57</sup> In the event that future excavation and asphalt removal activities encounter potentially hazardous materials, mitigation measures have been incorporated into Section 3.8.4. Adherence to the mitigation measures will reduce the potential impacts to levels that are less than significant.

*C. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? No impact.*

Hazardous chemicals and materials used on-site will be limited to common household maintenance and cleaning products. Because of the nature of the proposed use, no hazardous or acutely hazardous materials will be emitted. As a result, no significant adverse impacts concerning a release of hazardous materials are anticipated.

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<sup>56</sup> California Regional Water Quality Control Board. Closure Letter dated July 5, 2002.

<sup>57</sup> Ibid.

*D. Would the project be located on a site, which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5, and, as a result, would it create a significant hazard to the public or the environment? No Impact.*

The proposed project site is not included on a hazardous sites list compiled pursuant to California Government Code Section 65962.5.<sup>58</sup> No Cortese sites are found in the City. As a result, no impacts will occur with respect to locating the project on a site included on a hazardous list pursuant to the government code.

*E. Would the project be located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area? No Impact.*

The project sites are not located within 2 miles of an operational public airport. Whiteman Airport is located 2.3 miles to the southeast of the project site. Whiteman Airport is a Los Angeles County-owned general aviation airport. Other major airports in the surrounding region include Burbank-Glendale Airport (located approximately 9 miles to the southeast), Los Angeles International Airport (located approximately 25 miles to the south), and Van Nuys Airport (located approximately 7 miles to the south).<sup>59</sup> The proposed building height of 45-feet will not be tall enough to interfere with aircraft operations. In addition, the project site is located outside of the accident protection zone of Whiteman Airport. Future development arising as part of the proposed project's implementation will not present a safety hazard to aircraft and/or airport operations at a public use airport. As a result, no significant adverse impacts are anticipated.

*F. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? No Impact.*

The project sites are not located within 2 miles of an operational private airstrip. As indicated previously, Whiteman Airport is located 2.3 miles to the southeast of the project site. Other major airports in the surrounding region include Burbank-Glendale Airport (located approximately 9 miles to the southeast), Los Angeles International Airport (located approximately 25 miles to the south), and Van Nuys Airport (located approximately 7 miles to the south).<sup>60</sup> The project site is not located within 2 miles of a private airstrip. As a result, the proposed project will not present a safety hazard related to aircraft and/or airport operations at a private use airstrip.

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<sup>58</sup> California, State of, Department of Toxic Substances Control, *DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List)*, 2009.

<sup>59</sup> Google Earth (the distances were calculated using the measuring tool).

<sup>60</sup> Ibid.

*G. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? No Impact.*

At no time will any adjacent major through streets be closed to traffic during the construction phases. Fermoore Street is a cul-de-sac street located immediately west of the Phase 1 development site. This street segment provided the only existing access to the project site. Subsequent to obtaining development entitlements from the Planning and Preservation Commission, a staging plan for the proposed construction will be submitted as part of building permit plan check review process for approval by the Public Works Department. The construction plan will be required to identify the location of all on-site utility facilities as well as trash containers, construction vehicle parking areas and the staging area for debris removal and the delivery of building materials. Construction hours will also be required to comply with the current San Fernando City Code Standards. Finally, the construction plan must identify specific provisions for the regulation of construction vehicle ingress and egress to the site during construction as a means to provide continued through-access for pedestrian and vehicles visiting the adjacent park, the surrounding residential neighborhood, and the industrial uses along First Street. All of the construction activities and staging areas will be located on-site. As a result, no significant adverse impacts are associated with the proposed project's implementation.

*H. Would the project expose people or structures to a significant risk of loss, injury or death involving wild lands fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands? No Impact.*

The entire City is urbanized and the majority of the parcels are developed.<sup>61</sup> There are no areas of native vegetation found within the candidate residential development sites or in the surrounding properties that could provide a fuel source for a wildfire. As a result, there are no impacts associated with potential wildfires from off-site locations.

### **3.8.3 CUMULATIVE IMPACTS**

The potential impacts related to hazardous materials are site specific. Furthermore, the analysis herein also determined that the implementation of the proposed project would not result in any significant unmitigable impacts related to hazards and/or hazardous materials. As a result, no significant adverse cumulative impacts related to hazards or hazardous materials will result from the proposed project's implementation.

### **3.8.4 MITIGATION MEASURES**

The following measures are required to ensure that any hazardous materials that may be encountered during the interior improvements are properly handled:

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<sup>61</sup> United State Geological Survey. *San Fernando 7 1/2 Minute Quadrangle*. Release Date March 25, 1999..

*Mitigation Measure 10 (Hazardous Materials).* Should hazardous materials be encountered during the construction phases, the contractors shall comply with existing regulations regarding the proper removal, handling, and disposal to prevent undue risks to the public.

*Mitigation Measure 11 (Hazardous Materials).* The building contractors must adhere to all requirements governing the handling, removal, and disposal of hazardous substances and materials that may be encountered during construction activities.

## **3.9 HYDROLOGY & WATER QUALITY**

### **3.9.1 THRESHOLDS OF SIGNIFICANCE**

According to the City of San Fernando, acting as Lead Agency, a project may be deemed to have a significant adverse environmental impact on water resources or water quality if it results in any of the following:

- A violation of any water quality standards or waste discharge requirements;
- A substantial depletion of groundwater supplies or interference with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level;
- A substantial alteration of the existing drainage pattern of the site or area through the alteration of the course of a stream or river in a manner that would result in substantial erosion or siltation on or off-site;
- A substantial alteration of the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in flooding on or off-site;
- The creation or contribution of water runoff that would exceed the capacity of existing or planned storm water drainage systems or the generation of substantial additional sources of polluted runoff;
- The substantial degradation of water quality;
- The placement of housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map;
- The placement of structures within 100-year flood hazard areas that would impede or redirect flood flows;
- The exposure of people or structures to a significant risk of flooding as a result of dam or levee failure; or,

- The exposure of a project to inundation by seiche, tsunami or mudflow.

### 3.9.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

*A. Would the project violate any water quality standards or waste discharge requirements? Less than Significant Impact with Mitigation.*

The Phase 1 development site is currently vacant and covered over in grasses and ruderal vegetation. The Phase 2 site is currently paved and was used for surface parking. No industrial waste water discharges are anticipated as part of the occupancy of the proposed multiple-family residential development. As part of the development, certain improvements will be installed that will affect the amount of potential storm water runoff.<sup>62</sup> The major source of potential water pollution is related to sheet runoff capturing surface pollutants that are then conveyed into the local storm water system that is composed of gutters, drains, catch basins and pipes. This storm water infrastructure collects the rainwater runoff and ultimately deposits everything it gathers, including contaminants and debris, into the ocean. Trash, animal waste, chemicals, and other pollutants are transported untreated through the storm water system where it is ultimately conveyed to the regional storm drain system.

The National Pollutant Discharge Elimination System (NPDES) Municipal Storm Water Permit is a result of the Federal Clean Water Act (CWA) and is intended to reduce pollution and discharge of contaminants in the storm water system. The City is one of 84 municipalities in Los Angeles County that is required to abide by the conditions imposed by the Regional Water Quality Control Board through the NPDES permit process.<sup>63</sup> CWA serves as the regulatory foundation for controlling water quality and includes two strategies for managing water quality. The first strategy employs a technology-based approach that establishes specific requirements as a means to manage pollutant levels using the best available control technology (BACT). The second strategy establishes limits on the amount of pollution that surface waters may be exposed to without adversely affecting the beneficial uses of those waters.<sup>64</sup>

The first requirement involves the preparation, submittal, and implementation of a Standard Urban Storm Water Mitigation Plan (SUSMP) that includes design features and Best Management Practices (“BMPs”) that are appropriate for the given project. The purpose of the SUSMP is to reduce the potential for post-construction pollutants entering into the storm water system. The City is required to approve the SUSMP prior to the issuance of any grading or building permit. The second requirement involves the preparation of a Storm-Water Pollution Prevention Plan (SWPPP) for development that disturbs areas of between 2 to 5 acres. The applicant must ensure that a SWPPP is approved, or file a Notice of Intent to comply with the state permit prior to issuance of a grading permit.<sup>65</sup>

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<sup>62</sup> The first 3/4 inches of rainfall from any storm shall be treated and infiltrated through the use of vegetated swales.

<sup>63</sup> United States Environmental Protection Agency (EPA) <http://cfpub.epa.gov/npdes/>

<sup>64</sup> Once a surface water body is identified as being impaired, the individual states must then establish total maximum daily loads (MDL) for those pollutants creating the pollution through the development of a pollutant load allocation for both point and non-point sources that contribute to the degradation of the water quality.

<sup>65</sup> Los Angeles County Department of Public Works. A Manual for the Standard Urban Storm Water Mitigation Plan (SUSMP). September 2002.,



In California, the Water Resources Control Board (SWRCB) and the Regional Water Quality Control Board (RWQCB) are responsible for administering the NPDES Program on behalf of the U.S. Environmental Protection Agency. The SWRCB issues "general" NPDES permits for construction activities and for certain types of industrial and commercial operations. General Permits reduce amount of time and expense required for compliance with the NPDES provisions of the Clean Water Act. The SUSMP requires that new developments and redevelopment projects employ a variety of general and land use specification measures to reduce the post-project discharge of pollutants from storm water conveyance systems to the "maximum extent practicable". In May 2000, the County of Los Angeles finalized its manual that details the requirements of the SUSMP projects that fall into any of the seven SUSMP development categories (including home subdivisions of between 10 to 99 housing units) are required to incorporate appropriate SUSMP requirements into project plans as part of the development plan approval process for building and grading permits.

The proposed project's contractors will be required to implement storm water pollution control measures and to obtain storm water runoff permits pursuant to the NPDES requirements. Mitigation has been recommended as a means to control potential contaminants that may impact the storm water runoff in Section 3.9.4. Adherence to the recommended mitigation measures will reduce the potential impacts to levels that are less than significant.

*B. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge in such a way that would cause a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of a pre-existing nearby well would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? Less Than Significant Impact.*

The proposed development will require footing and other substructures though this excavation will not be deep enough to interfere with groundwater supplies. The proposed multiple-family residential development is projected to consume approximately 22,600 gallons per day on a daily basis. This consumption rate assumes 200 gallons per day per unit. In addition, the proposed project will utilize low-flush toilets and other water conservation devices as a means to reduce water consumption. As a result, the potential impacts are anticipated to be less than significant.

*C. Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site? No Impact.*

The Phase 1 development site is currently vacant and covered over in grasses and ruderal vegetation. The Phase 2 site is currently paved and was used for surface parking. No natural drainage or riparian areas remain within the project site due to the past development in the area. As a result, no significant adverse impacts are anticipated.

*D. Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner, which would result in flooding on-or off-site? No Impact.*

There are no natural lakes or streams within or adjacent to the project site. The project sites are located in the midst of an existing neighborhood and no natural drainage features are found within the project site or the adjacent parcels.<sup>66</sup> As a result, no impacts are anticipated.

*E. Would the project create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? Less than Significant Impact with Mitigation.*

The Phase 1 development (the Fermoore Street phase) will be constructed within a 79,286 square foot site (1.82-acres) that is located between Harding Avenue (on the east) and Fermoore Street on the west). The Phase 2 development (the Harding Avenue phase) consisting of a 21,438 square foot site (0.49-acres), is located on the east side of Harding Avenue, opposite of the Phase 1 development site. Both sites are vacant at this time. The total land area of the two sites is 2.31-acres. Following development, the amount of impervious area will increase by approximately 1.8 acres. All of this additional impervious area is located within the Phase 1 development site.

Following development, sheet flow from rain will flow offsite into the adjacent curbs and gutters in the absence of mitigation. As part of the site's development, certain improvements will be installed that will affect the amount of potential storm water runoff. The first ¾ inches of rainfall from any storm shall be treated and infiltrated through the use of vegetated swales. Mitigation has been recommended as a means to control potential storm water runoff in Section 3.9.4. Adherence to the recommended mitigation measures will reduce the potential impacts to levels that are less than significant.

*F. Would the project otherwise substantially degrade water quality? Less than Significant Impact with Mitigation.*

The major source of potential water pollution in the vicinity of the project sites is related to sheet runoff capturing surface pollutants that are then conveyed into the local storm water system that is composed of gutters, drains, catch basins and pipes. This storm water infrastructure collects the rainwater runoff and ultimately deposits everything it gathers, including contaminants and debris, into the ocean. Trash, animal waste, chemicals, and other pollutants are transported untreated through the storm water system where it collects in the beach environment. The National Pollutant Discharge Elimination System (NPDES) Municipal Storm Water Permit is a result of the Federal Clean Water Act (CWA) and is intended to reduce pollution and discharge of contaminants in the storm water system. The City is one of 84 municipalities in Los Angeles County that is required to abide by the conditions imposed by the Regional Water Quality Control Board through the NPDES permit process.

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<sup>66</sup> United State Geological Survey. *San Fernando 7 ½ Minute Quadrangle*. Release Date March 25, 1999.

Water runoff is regulated through NPDES permits for individual dischargers. The first requirement involves the preparation, submittal, and implementation of a Standard Urban Storm Water Mitigation Plan (SUSMP) that includes design features and Best Management Practices (“BMPs”) that are appropriate for the given project. The purpose of the SUSMP is to reduce the potential for post-construction pollutants entering into the storm water system. The City is required to approve the SUSMP prior to the issuance of any grading or building permit. The second requirement involves the preparation of a Storm-Water Pollution Prevention Plan (SWPPP) for development that disturbs areas of between 2 to 5 acres. The applicant must ensure that a SWPPP is approved, or file a Notice of Intent to comply with the state permit prior to issuance of a grading permit.

In California, the Water Resources Control Board (SWRCB) and the Regional Water Quality Control Board (RWQCB) are responsible for administering the NPDES Program on behalf of the U.S. Environmental Protection Agency. The SWRCB issues "general" NPDES permits for construction activities and for certain types of industrial and commercial operations. General Permits reduce amount of time and expense required for compliance with the NPDES provisions of the Clean Water Act. The RWQCB recently adopted the Standard Urban Storm Water Mitigation Plan (SUSMP), which took effect in October 2000. The SUSMP requires that new developments and redevelopment projects employ a variety of general and land use specification measures to reduce the post-project discharge of pollutants from storm water conveyance systems to the "maximum extent practicable".<sup>67</sup>

The proposed project’s contractors will be required to implement storm water pollution control measures and to obtain storm water runoff permits pursuant to the NPDES requirements. Mitigation has been recommended as a means to control potential contaminants that may impact the storm water runoff in Section 3.9.4. Adherence to the recommended mitigation measures will reduce the potential impacts to levels that are less than significant.

*G. Would the project place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? No Impact.*

The project site is not located within a designated flood hazard area as identified by Federal Emergency Management Agency (FEMA).<sup>68</sup> As a result, no housing will be placed within a designated flood zone since neither site is located within a flood hazard area, as defined by FEMA’s Flood Insurance Rate Maps (FIRM).<sup>69</sup> Therefore, no impacts related to flood flows are associated with the proposed project’s implementation.

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<sup>67</sup> In May 2000, the County of Los Angeles finalized its manual that details the requirements of the SUSMP projects that fall into any of the seven SUSMP development categories (including home subdivisions of between 10 to 99 housing units) are required to incorporate appropriate SUSMP requirements into project plans as part of the development plan approval process for building and grading permits.

<sup>68</sup> Federal Emergency Management Agency. *Interim Maps for AR Zone*. 2012

<sup>69</sup> Ibid.

*H. Would the project place within a 100-year flood hazard area, structures that would impede or redirect flood flows? No Impact.*

As indicated previously, the City is not located within a designated 100-year flood hazard area as defined by FEMA.<sup>70</sup> As a result, the future development contemplated as part of the proposed project's implementation will not impede or redirect the flows of potential floodwater, since it is not located within a flood hazard area. Therefore, no flood-related impacts are anticipated with the proposed project's implementation.

*I. Would the project expose people or structures to a significant risk of flooding as a result of dam or levee failure? No Impact.*

There are three dams located in the vicinity of the City that include the Hansen Dam, the Lopez Dam, and the Los Angeles Reservoir Dam. The U. S. Army Corps of Engineers has prepared emergency plan maps indicating the potential inundation area for the Hansen and Lopez Dams. The potential inundation area for the Hansen Dam is located south of the dam, outside the City boundaries. The potential inundation area includes a small portion of the northeasterly corner of the City though the site is located outside the inundation area. The Los Angeles Reservoir Dam is located to the southwest of the City and the potential inundation area is located further south of the reservoir. Since the project sites are located outside the potential inundation area of these reservoirs, no impacts are anticipated.

*J. Would the project result in inundation by seiche, tsunami, or mudflow? No Impact.*

The City is located inland from the Pacific Ocean and the project area would not be exposed to the effects of a tsunami. No reservoirs or volcanoes are located near the City that would present seiche or volcanic hazards. In addition, there are no surface water bodies in the immediate area of the project site that would result in a potential seiche hazards.<sup>71</sup> As a result, no impacts related to seiche, tsunami, or mudflows will result from the implementation of the proposed project.

### **3.9.3 CUMULATIVE IMPACTS**

The potential impacts related to hydrology and storm water runoff are typically site specific. Furthermore, the analysis determined that the implementation of the proposed project would not result in any significant adverse impacts. As a result, no cumulative impacts are anticipated.

### **3.9.4 MITIGATION MEASURES**

As indicated previously, the site's hydrological characteristics will not substantially change. Mitigation has been recommended as a means to comply with CWA and NPDES requirements.

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<sup>70</sup> Federal Emergency Management Agency. *Interim Maps for AR Zone*. 2012

<sup>71</sup> United State Geological Survey. *San Fernando 7 1/2 Minute Quadrangle*. Release Date March 25, 1999.

*Mitigation Measure 12 (Water Quality).* The applicant will be required to submit a grading and drainage plan for on-site as well as elevations along the adjacent lots. The applicant will also be required to submit a hydrology study that indicates how the area will drain down to the First Street storm drain.

*Mitigation Measure 13 (Water Quality).* Treatment of storm flows will be required to reduce or eliminate the particulate matter washed into the storm drain system in order to obtain a storm water discharge permit in accordance with NPDES requirements.

*Mitigation Measure 14 (Water Quality).* Prior to issuance of building permits, a Storm Water Management Plan utilizing Best Management Practices to control or reduce the discharge of pollutants to the maximum extent practicable shall be prepared and approved by the Public Works Director.

*Mitigation Measure 15 (Water Quality).* Future development must demonstrate compliance to the pertinent NPDES requirements concerning industrial wastewater discharges prior to issuance of the building permits.

## **3.10 LAND USE**

### **3.10.1 THRESHOLDS OF SIGNIFICANCE**

According to the City of San Fernando, acting as Lead Agency, a project may be deemed to have a significant impact on land use and development if it results in any of the following:

- The disruption or division of the physical arrangement of an established community;
- A conflict with an applicable land use plan, policy or regulation of the agency with jurisdiction over the project; or,
- A conflict with any applicable conservation plan or natural community conservation plan.

### **3.10.2 ANALYSIS OF ENVIRONMENTAL IMPACTS**

*A. Would the project physically divide or disrupt an established community or otherwise result in an incompatible land use? No Impact.*

The development sites are located within a transitional area that extends along the First Street corridor. Land uses found immediately north of the railroad right-of-way that parallels First Street include smaller industrial and manufacturing uses that are interspersed among residential development. Residential land uses are located further east and north (north of Second Street) of the development sites. Layne Park is located immediately west of the Phase 1 development site, on the west side of Fermoore Street. An aerial photograph indicating land uses and development in the area is provided in Exhibit 2-4. No existing roadways will be vacated. The location and extent of existing residential neighborhoods in the immediate

vicinity will not be altered as part of the proposed project. The proposed multiple-family residential development, consisting of 113 residential dwelling units, will not result in the division of an existing residential neighborhood. As a result, no impacts will result from the proposed project's implementation with respect to the division of an established community.

*B. Would the project conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? Less than Significant Impact.*

A map indicating the zoning for the site and the surrounding area is provided in Exhibit 3-5. The proposed project, as it is currently proposed, will require the approval of a general plan map amendment, a zone change, and a number of variances from the zoning requirements. As part of the proposed project's implementation, the City will consider the following:

- *Phase 1 Fermoore St.* A rezoning and general plan map amendment for the Fermoore Street (Phase 1) site will be needed to accommodate the proposed residential development. These three lots will also require a zone change from M-1 (Limited Industrial) to R-3 (Multiple Family).
- *Phase 1 Fermoore St.* The R3 zoning currently being sought for the Fermoore Street (Phase 1) site allows for 78 residential units. To meet the proposed unit configuration, Aszkenazy Development, Inc. will seek an additional 6 units under Government Code Section 65915 (State Density Bonus Law).
- *Phase 1 Fermoore St.* The three concessions being sought are the ability to exceed lot coverage allowed in the R-3 zone, an elimination of balconies as defined as usable open space, and the reduction of common open space. In return, Aszkenazy Development, Inc. will provide a minimum of 24 low income units at or below 80% AMI (area median income).
- *Phase 1 Fermoore St.* The Phase 1 development will also require a lot line adjustment to three parcels consisting of APNs 2520-011-006, 2520-011-041, 2520-011-043.
- *Phase 2 Harding Ave.* A rezoning and general plan amendment will also be needed for the Harding Avenue (Phase 2) site to accommodate the proposed residential development. One lot (APN 2520-017-002) will require a zone change from M-1 (Limited Industrial) to R-3 (Multiple Family).
- *Phase 2 Harding Ave.* The R-3 zoning currently being sought for the Phase 2 (Harding Avenue site) permits 21 residential units. To meet the proposed unit configuration, Aszkenazy Development, Inc. is seeking approvals for an additional 9 units under G.C. §65915.

**SOURCE: CITY OF SAN FERNANDO**

- *Phase 2 Harding Ave.* The three concessions being sought include the ability to exceed lot coverage allowed in the R-3 zone, an elimination of balconies as defined as usable open space, and a reduction of common open space. In return, Aszkenazy Development, Inc. will provide a minimum of 7 low-income units at or below 80% AMI (area median income).

The multiple family residential development will be consistent with both the City's general plan and zoning designations after the general plan map amendment and the rezoning. In addition, there are a number of newer multiple family residential developments with similar development densities recently constructed in this area of the City. Given the proposed project's consistency with the existing land uses in the area and the City's general plan in terms of use, the impacts related to the proposed project's implementation are less than significant.

*C. Will the project conflict with any applicable habitat conservation plan or natural community conservation plan? No Impact*

No natural open space areas are located within the proposed project site or in the surrounding area. In addition, no adjacent properties are subject to habitat conservation plans. The project sites and the surrounding parcels are not subject to a habitat conservation plan or local coastal plan (LCP).<sup>72</sup> Finally, there are no designated Significant Ecological Areas (SEAs) located within one mile of the City. As a result, the proposed project will not result in any impact on a habitat conservation plan or natural community conservation plan.

### **3.10.3 CUMULATIVE IMPACTS**

The potential cumulative impacts with respect to land use are site specific. Furthermore, the analysis determines that the proposed project will not result in any significant adverse impacts. As a result, no significant adverse cumulative land use impacts will occur.

### **3.10.4 MITIGATION MEASURES**

The analysis determined that no significant adverse impacts on land use and planning would result from the implementation of the proposed project. As a result, no mitigation measures are required.

## **3.11 MINERAL RESOURCES**

### **3.11.1 THRESHOLDS OF SIGNIFICANCE**

According to the City of San Fernando, acting as Lead Agency, a project may be deemed to have a significant adverse impact on energy and mineral resources if it results in any of the following:

- The loss of availability of a known mineral resource that would be of value to the region and the residents of the state; or

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<sup>72</sup> Blodgett/Baylosis Associates. *Site Survey*. February 15, 2012.



- The loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

### **3.11.2 ANALYSIS OF ENVIRONMENTAL IMPACTS**

- A. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents or the state? No Impact.*

There are no oil wells located within or near either project site. Furthermore, the project sites are not located within a Significant Mineral Aggregate Resource Area (SMARA) nor are they located in an area with active mineral extraction activities.<sup>73</sup> As a result, no impacts on existing mineral resources will result from the proposed project's implementation.

- B. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? No Impact.*

There are no mineral, oil or energy extraction and/or generation activities located within either project site. Review of maps provided by the California Department of Conservation indicated that there are no oil wells located within the project site or in the vicinity. The resources and materials used in the new construction will not include any materials that are considered to be rare or unique. Thus, the proposed project will not result in any significant adverse effects on mineral resources in the region.

### **3.11.3 CUMULATIVE IMPACTS**

The potential impacts on mineral resources are site specific. Furthermore, the analysis determined that the proposed project would not result in any impacts on mineral resources. As a result, no cumulative impacts will occur.

### **3.11.4 MITIGATION MEASURES**

The analysis of potential impacts related to mineral resources indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

## **3.12 NOISE**

### **3.12.1 THRESHOLDS OF SIGNIFICANCE**

According to the City of San Fernando, acting as Lead Agency, a project may be deemed to have a significant impact on the environment if it results in any of the following:

- The exposure of persons to, or the generation of, noise levels in excess of standards established in the local general plan, noise ordinance or applicable standards of other agencies;

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<sup>73</sup> Blodgett/Baylosis Associates. *Site Survey*. February 15, 2012.

- The exposure of people to, or generation of, excessive ground-borne noise levels;
- A substantial permanent increase in ambient noise levels in the vicinity of the project above levels existing without the project;
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- Locating within an area governed by an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or private use airport, where the project would expose people to excessive noise levels; or,
- Locating within the vicinity of a private airstrip that would result in the exposure of people residing or working in the project area to excessive noise levels.

### **3.12.2 ANALYSIS OF ENVIRONMENTAL IMPACTS**

- A. *Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*  
*No Impact.*

Noise levels may be described using a number of methods designed to evaluate the “loudness” of a particular noise. The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. The eardrum may rupture at 140 dB. In general, an increase of 3 dB in the ambient noise level is considered to represent the threshold for human sensitivity. In other words, increases in ambient noise levels of 3.0 dB or less are not generally perceptible to persons with average hearing abilities. Noise levels associated with common everyday activities are outlined in Exhibit 3-6.<sup>74</sup>




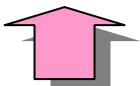
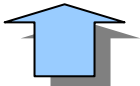
Noise may be generated from a point source, such as a piece of construction equipment, or from a line source, such as a road containing moving vehicles. Because the area of the sound wave increases as the sound gets further and further from the source, less energy strikes any given point over the surface area of the wave. This phenomenon is known as “spreading loss.” Due to spreading loss, noise attenuates (decreases) with distance. Objects that block the line-of-sight from the noise source, attenuate the noise source if the receptor is located within the “shadow” of the blockage (such as behind a sound wall). If a receptor is located behind the wall, but has a view of the source, the wall will do little to attenuate the noise.<sup>75</sup>

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<sup>74</sup> Bugliarello, et. al., *The Impact of Noise Pollution*, Chapter 127, 1975.

<sup>75</sup> Ibid.

**Noise Levels – in dBA**

 <b>Serious Injury</b>	165	
	160	
	155	
	150	
 <b>Pain</b>	145	
	140	sonic boom
	135	
	130	
	125	jet take off at 200 ft.
	120	
 <b>Discomfort</b>	115	music in night club interior
	110	motorcycle at 20 ft.
	105	power mower
	100	
	95	freight train at 50 ft.
	90	food blender
 <b>Physical Injury</b>	85	electric mixer, light rail train horn
	80	
	75	
	70	portable fan, roadway traffic at 50 ft.
	65	
	60	dishwasher, air conditioner
	55	
	50	normal conversation
	45	refrigerator, light traffic at 100 ft.
	40	
 <b>Threshold of Hearing</b>	35	library interior (quiet study area)
	30	
	25	
	20	
	15	
	10	rustling leaves
	5	
	0	

**EXHIBIT 3-6**  
**NOISE LEVELS ASSOCIATED WITH COMMON ACTIVITIES**

Source: Blodgett/Baylosis Associates

The current noise environment within the project area is dominated by traffic noise emanating from First Street and other local streets and rail traffic using the nearby railroad right-of-way.<sup>76</sup> As part of the future multiple-family residential development, insulation and other design measures will be required to reduce the interior ambient noise levels to 45 dB Community Noise Equivalent Level or (“CNEL”) or less. The cumulative traffic will not be great enough to result in a measurable or perceptible increase in traffic noise (it typically requires a doubling of traffic volumes to increase the ambient noise levels to 3.0 dBA or greater). As a result, the proposed project’s implementation will not result in any significant adverse noise impacts.

*B. Would the project result in exposure of people to or generation of excessive ground-borne noise levels? Less than Significant Impact.*

As part of future multiple-family residential development, insulation and other design measures will be required to reduce the interior ambient noise levels to 45 CNEL or less. The additional vehicle trips that will be generated by the 113 units on a daily basis will be distributed throughout the City. The cumulative traffic will not be great enough to result in a measurable or perceptible increase in traffic noise (it typically requires a doubling of traffic volumes to increase the ambient noise levels to 3.0 dBA or greater). As a result, the proposed project will not result in any significant adverse impacts.

*C. Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? Less than Significant Impact.*

The proposed project will consist of residential uses and the activities typically associated with such uses will not generate significant increases in the ambient noise levels. Traffic noise generated by the proposed project will not result in a measurable or discernable increase in the ambient noise levels. The additional traffic on area roadways will result in noise level increases of less than 3.0 dBA, as indicated previously. As a result, the potential impact associated with the proposed project’s adoption and subsequent implementation is less than significant.

*D. Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? Less than Significant Impact with Mitigation.*

Noise due to project construction would be intermittent and the intensity of the construction noise would vary. The degree of construction noise will also vary for different areas of the project area and depending on the construction activities. In addition, highway construction is accomplished in several different phases. Exhibit 3-7 also characterized noise levels associated by various types of construction equipment. The noise levels depicted in Exhibit 3-7 indicate the average noise levels from a single piece of construction equipment at a distance of 50 feet.

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<sup>76</sup> Blodgett/Baylosis Associates. *Site Survey*. February 15, 2012.

			Noise Levels – in dBA				
			70	80	90	100	110
<b>Equipment Powered by Internal Combustion Engines</b>	<b>Earth Moving Equipment</b>	Compactors (Rollers)					
		Front Loaders					
		Backhoes					
		Tractors					
		Scrapers, Graders					
		Pavers					
		Trucks					
	<b>Materials Handling Equipment</b>	Concrete Mixers					
		Concrete Pumps					
		Cranes (Movable)					
		Cranes (Derrick)					
	<b>Stationary Equipment</b>	Pumps					
		Generators					
		Compressors					
<b>Impact Equipment</b>	Pneumatic Wrenches						
	Jack Hammers						
	Pile Drivers						
<b>Other Equipment</b>	Vibrators						
	Saws						

## EXHIBIT 3-7 TYPICAL CONSTRUCTION NOISE LEVELS 50-FEET FROM THE NOISE SOURCE

Source: Blodgett/Baylosis Associates

Composite construction noise is best characterized by Bolt, Beranek, and Newman.<sup>77</sup> In this study, the noisiest phases of construction are anticipated to be 89 dBA as measured at a distance of 50 feet from the construction activity. This value takes into account both the number of pieces and spacing of the heavy equipment typically used in a construction effort. In later phases during building erection, noise levels are typically reduced from these values and the physical structures further break up line-of-sight noise. However, as a worse-case scenario, the 89 dBA value was used as an average noise level for the construction activities. These impacts will be short-term and cease once construction has been completed. All construction activities must conform to the City's noise control regulations.

The construction noise levels will also decline as one moves away from the noise source. This effect is known as *spreading loss*. In general, the noise level adjustment that takes the spreading loss into account calls for a 6 dBA reduction for every doubling of the distance beginning with the initial 50-foot distance. Mitigation measures have been included in Section 3.12.4 as a means to reduce potentially significant short-term construction noise impacts. The impacts will be less than significant with adherence to the required mitigation.

*E. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? No Impact.*

The project sites are not located within two miles of an operational *public* airport. Whiteman Airport is located 2.3 miles to the southeast of the project site. This airport is a small general aviation airport that handles private aircraft. The nearest major airports in the surrounding region include Burbank-Glendale Airport (located approximately 9 miles to the southeast), Los Angeles International Airport (located approximately 25 miles to the south), and Van Nuys Airport (located approximately 7 miles to the south). As a result, no significant adverse impacts related to the exposure of persons to aircraft noise from a public use airport are anticipated.

*F. Within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? No Impact.*

The City is not located within two miles of an operational *private* airstrip. As indicated in the previous section, Whiteman Airport is located 2.3 miles to the southeast of the project site and is a general aviation facility owned by Los Angeles County. Other major airports in the surrounding region include Burbank-Glendale Airport (located approximately 9 miles to the southeast), Los Angeles International Airport (located approximately 25 miles to the south), and Van Nuys Airport (located approximately 7 miles to the south). As a result, no impacts related to the exposure of persons to aircraft noise from a private airstrip will result from the proposed project.

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<sup>77</sup> USEPA, Protective Noise Levels. 1971.

### **3.12.3 CUMULATIVE IMPACTS**

The analysis indicated the proposed project would not result in any significant adverse cumulative noise impacts. As a result, no significant adverse cumulative noise impacts will occur.

### **3.12.4 MITIGATION MEASURES**

Potential short term noise impacts may result from the construction of the proposed project. However, these impacts can be mitigated to a level of insignificance by the following measures:

*Mitigation Measure 16 (Construction Noise Control).* The project shall comply with the City of San Fernando Noise Control Ordinance and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

*Mitigation Measure 17 (Construction Noise Control).* Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.

*Mitigation Measure 18 (Construction Noise Control).* Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously.

*Mitigation Measure 19 (Construction Noise Control).* The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

*Mitigation Measure 20 (Construction Noise Control).* The project sponsor shall comply with the Noise Insulation Standards of Title 24 of the California Code Regulations, which insure an acceptable interior noise environment.

## **3.13 POPULATION & HOUSING**

### **3.13.1 THRESHOLDS OF SIGNIFICANCE**

According to the City of San Fernando, acting as Lead Agency, a project may be deemed to have a significant impact on housing and population if it results in any of the following:

- A substantial growth in the population within an area, either directly or indirectly related to a project;
- The displacement of a substantial number of existing housing units, necessitating the construction of replacement housing; or,
- The displacement of substantial numbers of people, necessitating the construction of replacement housing.

### 3.13.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. *Would the project induce substantial population growth in an area, either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)? Less Than Significant Impact.*

The proposed project involves the construction of two new, four level apartment buildings that will collectively contain 113 rental units. The Fermoore Street Phase (Phase 1 of the development) will contain 84 low income residential units. Of the 84 units, 58 units will consist of one bedroom units and 26 units will be three-bedroom units. The Harding Avenue Phase (Phase 2) will consist of 29 low income residential units. Of this total, 20 units will be one-bedroom units and 9 units will be three-bedroom units.<sup>78</sup> Of the total 113 units for both phases, 78 units will be one-bedroom units and 35-units will be three-bedroom units.

Assuming a maximum of two persons in the in the one-bedroom units and 4 persons occupying the 3-bedroom units, the potential resident population for the 113 new units will be 298 persons. The one bedroom unit floor plan will have a floor area of 550 square feet and the three-bedroom floor plan will have a floor area of 1,050 square feet.<sup>79</sup>

Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area, such as utilities, improved roadways, and expanded public services. The variables that typically contribute to growth-inducing impacts, and the project's contribution to potential growth-inducing impacts, are identified in Table 3-7. The utility connections and other infrastructure will continue to serve the project site only though some upgrades will be required. As a result, no significant adverse impacts are anticipated.

**Table 3-7  
Potential Growth-Inducing Impacts**

<b>Project's Potential Contribution</b>	<b>Basis for Determination</b>
<i>Factor Contributing to Growth Inducement.</i> New development in an area presently underutilized and economic factors that may influence development.	
The proposed project will promote development of underutilized and blighted property.	The proposed project's implementation will provide additional affordable housing in the City.
<i>Factor Contributing to Growth Inducement.</i> Extension of roadways and other transportation facilities.	
The proposed project will not involve the extension of any existing roadways.	No new roadways will be constructed other than the onsite driveways required for the Phase 1 project's access to Harding Ave.

<sup>78</sup> Aszkenazy Development, Inc. Letter dated February 6, 2011 to the city.

<sup>79</sup> John Cotton Architects, Inc. (Site Plan and Building Elevations for the Fermoore Apartments and the Harding Apartments. February 3, 2012.



**Table 3-7**  
**Potential Growth-Inducing Impacts**

<b>Project's Potential Contribution</b>	<b>Basis for Determination</b>
<i>Factor Contributing to Growth Inducement.</i> Extension of infrastructure and other improvements and major off-site public projects (treatment plants, etc).	
No off-site water, sewer, and other critical infrastructure improvements are anticipated as part of the proposed project's implementation.	The only infrastructure improvements will be designed to serve the proposed project. Mitigation has been required to ensure adequate sewer and water service is provided.
<i>Factor Contributing to Growth Inducement.</i> Removal of housing requiring replacement housing elsewhere.	
The project involves the construction of 113 units with the majority consisting of affordable units.	No housing units will be displaced.
<i>Factor Contributing to Growth Inducement.</i> Additional population growth leading to increased demand for goods and services.	
The proposed project provides for limited population growth.	Any additional short term employment is considered to be a beneficial impact.
<i>Factor Contributing to Growth Inducement.</i> Short-term growth inducing impacts related to the project's construction.	
Potential development will result in the creation of new construction employment.	Short-term increases in construction employment

Source: Blodgett/Baylosis Associates. 2012.

*B. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? No Impact.*

The proposed project involves the construction of two, multiple-family residential structures within the two sites that are currently vacant.<sup>80</sup> No housing units will be demolished to accommodate the proposed new residential units. As a result, no significant adverse impacts related to housing displacement will result from the proposed project's implementation.

*C. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? No Impact.*

As indicated previously, the proposed project will provide a total of 113 units within two sites that are presently vacant. Since no existing housing units will be demolished, no displacement of persons will result from the proposed project's implementation.

<sup>80</sup> Blodgett/Baylosis Associates. *Site Survey*. February 15, 2012.

### **3.13.3 CUMULATIVE IMPACTS**

The analysis of potential population and housing impacts indicated that no significant adverse impacts would result from the proposed project's implementation. As a result, no significant adverse cumulative impacts related to population and housing will occur. The proposed project's impact on water and sewer services are analyzed in Section 3.17.

### **3.13.4 MITIGATION MEASURES**

The analysis of potential population and housing impacts indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. Future residential development will conform to the requirements of the City of San Fernando Zoning Ordinance and the San Fernando General Plan. As a result, no mitigation measures are required.

## **3.14 PUBLIC SERVICES**

### **3.14.1 THRESHOLDS OF SIGNIFICANCE**

According to the City of San Fernando, acting as Lead Agency, a project may be deemed to have a significant adverse impact on public services if it results in any of the following:

- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impact in order to maintain acceptable service ratios, response times or other performance objectives relative to fire protection services;
- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impact in order to maintain acceptable service ratios, response times or other performance objectives relative to police protection services;
- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impact in order to maintain acceptable service ratios, response times or other performance objectives relative to school services; or,
- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impact in order to maintain acceptable service ratios, response times or other performance objectives relative to other government services.

### 3.14.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives relative to fire protection services? Less than Significant Impact with Mitigation.*

The City of San Fernando is served by the City of Los Angeles Fire Department that operates from 3 nearby fire stations. The stations are located in the neighboring communities of the City of Los Angeles. The existing stations that serve the City are identified in Table 3-8.

**Table 3-8**  
**First Response Fire Stations Serving the City of San Fernando**

Station Number/Address	Distance from the City
Station # 75. 15345 San Fernando Mission Blvd., Mission Hills	0.5 miles sw
Station #91. 14430 Polk St., Sylmar	1.54 miles nw
Station #98. 13035 Van Nuys Blvd., Pacoima	1.65 miles se

Source: City of Los Angeles Fire Department

The Fire Department currently reviews all new development plans, and future development will be required to conform to all fire protection and prevention requirements, including, but not limited to, building setbacks, emergency access, fire hydrants, interior sprinklers, and et cetera. The proposed new apartment buildings containing 113 residential units will potentially result in an incremental increase in the demand for emergency services. For this reason, the mitigation has been included in Section 3.14.4. The implementation of the mitigation will reduce the level of impact to less than significant.

- B. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives relative to police protection? Less than Significant Impact with Mitigation.*

Law enforcement services in the City are provided by the San Fernando Police Department that was established following incorporation. The Police Department operates from a facility located at 910 First Street in the Civic Center complex. As part of the Police Department's annual review, demand shall be evaluated and resources allocated as necessary. The proposed multiple-family residential development will potentially result in an incremental increase in the demand for law enforcement services. For this reason, mitigation has been included in Section 3.14.4. The implementation of the mitigation will reduce the level of impact to less than significant.

- C. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, or other performance objectives relative to school services? No Impact.*

Public educational services in or within close proximity of the City are provided by the Los Angeles Unified School District that operates a total of nine schools that serve City residents. Facilities that serve local residents include one high school, two middle schools six elementary schools and a continuation school. One middle school is located within the City's corporate limits. These existing schools have a combined enrollment of 12,061 students.

The Fermoore Street Phase (Phase 1 of the development) will contain 84 low income residential units. Of the 84 units, 58 units will consist of one bedroom units and 26 units will be three-bedroom units. The Harding Avenue Phase (Phase 2) will consist of 29 low income residential units. Of this total, 20 units will be one-bedroom units and 9 units will be three-bedroom units.<sup>81</sup> The total unit breakdown for both phases will be 78 one-bedroom units and 35-three-bedroom units. For purposes of the analysis, the 35 three bedroom units were assumed to potentially include students. Assuming a maximum of up to 2 school aged children occupying each of the 3-bedroom units, the potential student population would be 70 students. The school enrollment impacts will be off-set by school fees that will be paid by the developer. As a result, no significant adverse impacts on schools are anticipated.

- D. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives relative to other governmental services? Less Than Significant impact.*

The addition of 113 new housing units will translate into an incremental increase in the demand for other governmental services. However, the proposed project is consistent with the growth projections developed for the City by the Southern California Association Governments (SCAG). In addition, any impact may be partially offset by the increase in the taxes and an increase in the assessed valuation of the property. As a result, the potential impacts associated with the proposed project's adoption and subsequent implementation, are considered to be less than significant.

### **3.14.3 CUMULATIVE IMPACTS**

The future development contemplated as part of the proposed project's implementation will result in an incremental increase in the demand for police and fire service calls. As a result, no cumulative impacts are anticipated.

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<sup>81</sup> Aszkenazy Development, Inc. Letter dated February 6, 2011 to the city.

### **3.14.4 MITIGATION MEASURES**

The analysis of public service impacts indicated that potentially significant adverse impacts on fire and law enforcement services may result from the proposed project's approval and subsequent implementation. As a result, the following mitigation, with respect to public services, is required.

*Mitigation Measure 21 (Public Services).* The proposed project will be subject to review and approval by the City of Los Angeles Fire Department to ensure that fire safety and fire prevention measures are incorporated into the project. In addition, the Fire Department will be required to review and approve any evacuation plan as well as the on-site circulation to ensure that emergency vehicles can easily access the site.

*Mitigation Measure 22 (Public Services).* The projects' management must ensure that all fire lanes remain open at all times.

*Mitigation Measure 23 (Public Services).* The proposed project will be subject to review and approval by the San Fernando Police Department to ensure that public safety measures are incorporated into the project. In addition, the Police Department will be required to review and approve any security plan.

*Mitigation Measure 24 (Public Services).* The proposed fire lane/driveway along Fermoore Street must be realigned and located within the property line (and not within the neighboring lot). In the event that it is located in the neighboring lot, documentation from the neighbor that grants the developer permission to build fire lane/driveway over his lot must be submitted and recorded as a private easement. Any recorded easements as a result of this development must be submitted to the City.

### **3.15 RECREATION IMPACTS**

#### **3.15.1 THRESHOLDS OF SIGNIFICANCE**

According to the City of San Fernando, acting as Lead Agency, a project may be deemed to have a significant adverse impact on the environment if it results in any of the following:

- The use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or,
- The construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

### 3.15.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? Less than Significant Impact.*

The City of San Fernando Parks and Recreation Department operates 5 public parks. These include La Palmas Park (505 South Huntington Street), Layne Park (120 North Huntington Street), Recreation Park (208 Park Avenue), Pioneer Park (828 Harding Avenue), and Heritage Park (2025 Forth Street). The department is also responsible for the maintenance and operation of the Casa de Lopez Adobe located at 1100 Pico Street. These existing parks have a total useable land area of approximately 34.13 acres. The current recreational open space ratio in the City is 0.9-acres per 1,000 residents.

Layne Park is located opposite the proposed Phase 1 project site on the west side of Fermoore Street.<sup>82</sup> The proposed project involves the construction of two new, four level apartment buildings that will collectively contain 113 rental units. The Fermoore Street Phase (Phase 1 of the development) will contain 84 low income residential units. The Harding Avenue Phase (Phase 2) will consist of 29 low income residential units.<sup>83</sup> The total unit breakdown for both phases will be 78 one-bedroom units and 35-three-bedroom units. Assuming a maximum of two persons in the in the one-bedroom units and 4 persons occupying the 3-bedroom units, the potential resident population for the 113 new units will be 298 persons.

The potential resident population of 298 persons will lead to an incremental increase in the demand on existing recreation services. Using the existing open space population ratio of 0.9 acres of parkland for every 1,000 residents, approximately 0.27-acres of additional park or open space should be provided to accommodate the anticipated demand. However, the proposed project is located adjacent to the Layne Park, and as a result, these impacts will be less than significant.

- B. *Would the project affect existing recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? No Impact.*

The proposed project's 113 units will potentially result in a resident population of up to 298 persons. The potential resident population will lead to an incremental increase in the demand on existing recreation services. However, the proposed project is consistent with the growth projections developed for the City by SCAG. This potential demand would not be significant enough to adversely affect existing facilities and services in the City. As a result, the proposed project's implementation will not result in any significant adverse impacts related to the need for new or expanded facilities.

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<sup>82</sup> United State Geological Survey. *San Fernando 7 1/2 Minute Quadrangle*. Release Date March 25, 1999.

<sup>83</sup> Aszkenazy Development, Inc. Letter dated February 6, 2011 to the city.

### **3.15.3 CUMULATIVE IMPACTS**

The analysis determined the proposed project would not result in any potential impact on recreational facilities and services. As a result, no cumulative impacts on recreational facilities would result from the proposed project's implementation.

### **3.15.4 MITIGATION MEASURES**

The analysis of potential impacts related to parks and recreation indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

## **3.16 TRANSPORTATION & CIRCULATION**

### **3.16.1 THRESHOLDS OF SIGNIFICANCE**

According to the City of San Fernando, acting as Lead Agency, a project will normally have a significant adverse impact on traffic and circulation if it results in any of the following:

- A conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;
- A conflict with an applicable congestion management program, including but not limited to, level of service standards and travel demand measures, or other standards established by the County congestion management agency for designated roads or highways;
- Results in a change in air traffic patterns, including either an increase in traffic levels or a change in the location that result in substantial safety risks;
- Substantially increases hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Results in inadequate emergency access; or,
- A conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

### 3.16.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. *Would the project cause a conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit)? Less than Significant Impact with Mitigation.*

The project sites are located in the southwest portion of the City between First Street and Second Street. Primary access to the Phase 1 (Fermore Street) development will be provided by a driveway located at the end of the Fermore Street cul-de-sac that will continue to the ground level parking area. A 28-foot fire lane will extend along the site's southerly side continuing easterly to Harding Avenue.<sup>84</sup> Primary access to the Phase 2 (Harding Avenue) development will be provided by a driveway located on the west side of Harding Avenue. This driveway will connect to the ground level parking area of the proposed Phase 2 development.<sup>85</sup>

The proposed project involves the construction of two new, four level apartment buildings that will collectively contain 113 rental units. The Fermore Street Phase (Phase 1 of the development) will contain 84 low income residential units. The Harding Avenue Phase (Phase 2) will consist of 29 low income residential units.<sup>86</sup> The total unit breakdown for both phases will be 78 one-bedroom units and 35-three-bedroom units.

Studies by the Institute of Transportation Engineers (ITE), Caltrans, SANDAG, and others have identified generalized factors that relate traffic characteristics with quantity and type of development. These traffic generation factors are useful in estimating the total future characteristics of a project yet to be constructed and occupied. Judgment is required on the part of the analyst to select the appropriate factors that best match the type of developments contemplated. The quantity of floor area, number of employees, density of development, the availability of public transportation, and the location of a project all affect the traffic generation rate. While there are many different types of uses and many parameters upon which to estimate traffic (acreage, floor area square footage, employment, etc.) the most commonly used variable for residential development is the number of occupied dwelling units.

In order to evaluate the quantity of traffic generated by the proposed project, ITE traffic generation factors from the 8th Edition of the Traffic Generation Manual (2008) were applied to the proposed multiple-family residential development for the daily and the morning and evening peak periods. The trip rates assumed a given generation on a *per unit basis*. Table 3-9 indicates the trip generation for the proposed project. The proposed project, at full occupancy is projected to generate 752 trips during an

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<sup>84</sup> Mitigation is included in this section (Section 3.16) that calls for the use of the emergency access connection as the primary vehicular access.

<sup>85</sup> John Cotton Architects, Inc. (Site Plan and Building Elevations for the Fermore Apartments and the Harding Apartments. February 3, 2012.

<sup>86</sup> Aszkenazy Development, Inc. Letter dated February 6, 2011 to the city.



average week day. Of this total, 58 trips will occur during the morning peak hour (AM peak hour) and 70 trips will occur during the evening (PM peak hour).

**Table 3-9**  
**Weekday Trip Generation (Trips/Day)**

Project Component	Daily Trip Ends/Unit	Peak Hour Traffic Volumes	
		AM Peak Hour	PM Peak Hour
Generation Rates (Residential Units)	6.65 trips/unit	0.51 trips/unit	0.62 trips/unit
Traffic Generation (Phase 1 - 84 units)	559 trips/day	43 trips/pk. hr	52 trips/pk. hr
Traffic Generation (Phase 2 - 29 units)	193 trips/day	15 trips/ pk. hr	18 trips/ pk. hr
Total Future Traffic Generation	<b>752 trips/day</b>	<b>58 trips/ pk. hr</b>	<b>70 trips/ pk. hr</b>

Source: Institute of Transportation Engineers. Trip Generation 8<sup>th</sup> Edition. 2008

As indicated in the previous sections, the City is obligated under state law, to fulfill the RHNA requirements that have been assigned to the City. As part of the RHNA's development, SCAG relied on growth projections developed as part of the Regional Transportation Plan (RTP). These growth projections were evaluated in the environmental studies prepared for both the RHNA and RTP.

The proposed multiple-family residential development will potentially result in an incremental increase in traffic. These trips will be distributed throughout the City and the level of service of individual intersections will not be significantly affected. However, the mitigation has been included in Section 3.16.4. The implementation of the mitigation will reduce the level of impact to less than significant.

*B. Would the project result in a conflict with an applicable congestions management program, including but not limited to, level of service standards and travel demand measures, or other standards established by the County congestion management agency for designated roads or highways? Less than Significant Impact with Mitigation.*

The proposed project, at full occupancy is projected to generate 752 trips during an average week day. Of this total, 58 trips will occur during the morning peak hour (AM peak hour) and 70 trips will occur during the evening (PM peak hour). The proposed multiple-family residential development will not result in any significant adverse impacts at a regional CMP facility.<sup>87</sup>

The project sites are located in the southwest portion of the City between First Street and Second Street. Primary access to the Phase 1 (Fermore Street) development will be provided by a driveway located at the end of the Fermore Street cul-de-sac that will continue to the ground level parking area. A 28-foot fire lane will extend along the site's southerly side continuing easterly to Harding Avenue. Primary access to the Phase 2 (Harding Avenue) development will be provided by a driveway located on the west side of Harding Avenue. This driveway will connect to the ground level parking area of the proposed Phase 2 development.

<sup>87</sup> The threshold is 150 vehicles per peak hour.

The Phase 1 (Fermore St.) development will provide 112 parking spaces in the ground level parking area. The Phase 2 (Harding Ave.) development will provide 40 parking spaces in the ground level parking area. The applicant is requesting and will receive a State mandated parking ratio pursuant to the State's density bonus law. The State's parking ratio in these instances will be 1 space/one-bedroom unit and 2 spaces for the three-bedroom units. As indicated below, both the Phase 1 and Phase 2 developments will meet the parking requirements pursuant to the State's density bonus requirements.

**Phase 1 (Fermore St.)**

58 one-bedroom units X 1 parking space/unit	=58 spaces
26 three-bedroom units X 2 parking space/unit	= <u>52 spaces</u>
Total spaces required under State Density Bonus	= <b>110 spaces</b>
Spaces provided	= <b>112 spaces</b>

**Phase 2 (Harding Ave.)**

20 one-bedroom units X 1 parking space/unit	=20 spaces
9 three-bedroom units X 2 parking space/unit	= <u>18 spaces</u>
Total spaces required under State Density Bonus	= <b>38 spaces</b>
Spaces provided	= <b>40 spaces</b>

No parking variance will be required with the application of the State's density bonus parking requirements. Furthermore, the new State Department of Conservation CEQA Checklist does not include parking demand as having a potential impact. This is largely due to the State's sustainable development initiatives that are designed to discourage excess parking. However, mitigation has been included in Section 3.16.4 as a means to ensure that spill over parking does not occur outside of the designated parking areas. The implementation of the mitigation will reduce the level of impact to less than significant.

*C. Would the project results in a change in air traffic patterns, including either an increase in traffic levels or a change in the location that results in substantial safety risks? No Impact.*

The proposed 113 unit multiple-family residential development will not result in traffic air traffic patterns. As a result, no significant adverse impacts will result.

*D. Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? No Impact.*

The proposed project will not involve any significant alterations to the existing roadway configurations. As a result, no impacts on the design or operation of the existing right-of-way facilities will occur. A mitigation measure has been identified in Section 3.16.4 that requires the applicant to submit a traffic report that evaluates the adequacy of the existing affected roadway configuration to accommodate the project traffic. The analysis must also consider stop signs and/or signal timing. A protected left turn arrow may be needed at the traffic signal on First Street and Harding Avenue in order to accommodate the increased traffic flow on to First Street.

*E. Would the project result in inadequate emergency access? No Impact.*

At no time will Harding Avenue or First Street Jessie Street or Park Avenue be closed to traffic during the construction phases. Subsequent to obtaining development entitlements from the Planning and Preservation Commission, a staging plan for the proposed construction will be submitted as part of building permit plan check review process for approval by the Public Works Department. The construction plan will be required to identify the location of all on-site utility facilities as well as trash containers, construction vehicle parking areas and the staging area for debris removal and the delivery of building materials.

Construction hours will also be required to comply with the current San Fernando City Code Standards. Finally, the construction plan must identify specific provisions for the regulation of construction vehicle ingress and egress to the site during construction as a means to provide continued through-access for pedestrian and vehicles visiting the adjacent park and the surrounding residential neighborhood. All of the construction activities and staging areas will be located on-site. As a result, the proposed project's implementation will not result in any significant adverse impacts.

*F. Would the project result in a conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? No Impact.*

There are bus stops located in the vicinity of the project site on North Maclay Avenue and Hubbard Street. These existing bus stops will not be removed as part of the proposed development. Future development contemplated as part of the proposed project's implementation will not impact existing crosswalks located in Harding Avenue or Fermore Street. The proposed project will be required to remove and replace broken, damaged, or deteriorated sidewalk per the discretion of Public Works department. In addition, the project will require wheel chair access ramps at designated intersections identified by the Public Works Department. As a result, the proposed project's implementation will not result in any significant adverse impacts.

### **3.16.3 CUMULATIVE IMPACTS**

The future development contemplated as part of the proposed project's implementation will result in an incremental increase in City wide traffic. However, the residential units address an existing need contemplated in the SCAG's RTP. As a result, no accumulative impacts are anticipated.

### **3.16.4 MITIGATION MEASURES**

The analysis of potential impacts related to traffic and circulation indicated that the following mitigation would be required as a means to mitigate potential adverse impacts that would result from the proposed project.

*Mitigation Measure 25 (Traffic Impacts).* The applicant must submit a traffic report that evaluates the adequacy of the existing affected roadway configuration to accommodate the project traffic. The

analysis must also consider stop signs or signal timing. A protected left turn arrow may be needed at the traffic signal on First Street and Harding Avenue in order to accommodate the increased traffic flow on to First Street.

*Mitigation Measure 26 (Traffic Impacts).* The applicant will be required to rehabilitate the existing street pavement on First Street and Harding Avenue based on the recommendations of the applicant's Soils/Pavement Engineer and the Off-site Improvement Plan.

*Mitigation Measure 27 (Traffic Impacts).* The applicant shall ensure all adjacent properties in cul-de-sacs have access to public right-of-way by providing lot dedications as needed. In addition, the fire access road identified on the site plan for the Phase 1 development shall be upgraded to accommodate primary vehicular access.

*Mitigation Measure 28 (Traffic Impacts).* All driveways and fire lanes must be kept open at all times. No resident or guest parking will be permitted. Preferential rentals will be granted to those households that will rely on public transportation or those that have a single vehicle. No storage of inoperable vehicles in the designated parking stalls will be permitted. Tandem parking stalls will be assigned to the three-bedroom units.

### **3.17 UTILITIES**

#### **3.17.1 THRESHOLDS OF SIGNIFICANCE**

According to the City of San Fernando, acting as Lead Agency, a project may be deemed to have a significant adverse impact on utilities if it results in any of the following:

- An exceedance of the wastewater treatment requirements of the applicable Regional Water Quality Control Board;
- The construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts;
- The construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- An overcapacity of the storm drain system causing area flooding;
- A determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand;
- The project will be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs;
- Non-compliance with federal, state, and local statutes and regulations relative to solid waste;

- A need for new systems, or substantial alterations in power or natural gas facilities; or,
- A need for new systems, or substantial alterations in communications systems.

### **3.17.2 ANALYSIS OF ENVIRONMENTAL IMPACTS**

*A. Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? No Impact.*

The County Sanitation Districts of Los Angeles County (Districts) treat wastewater from the City of San Fernando. Local sewer lines are maintained by the City of San Fernando, while the District owns, operates, and maintains the large trunk sewers of the regional wastewater conveyance system. Districts Nos. 2, 3, 18 and 19 serve the City. Three Districts' wastewater treatment plants treat wastewater flow originating from San Fernando. The Los Coyotes Water Reclamation Plan (WRP) located within the City, has a design capacity of 37.5 million gallons per day (mgd) and currently processes an average flow of 32.2 mgd. The Joint Water Pollution Control Plant (JWPCP) located in the City of Carson has a design capacity of 385 mgd and currently processes an average flow of 326.1 mgd. The Long Beach WRP has a design capacity of 25 mgd and currently processes an average flow of 20.2 mgd.

The future residential development contemplated under the proposed project (113 units) is anticipated to generate approximately 13,560 gallons of effluent daily. This effluent generation assumes a rate of 120 gallons per day, per unit. No new off-site *treatment facilities* will be required to meet the projected demand. Mitigation has been identified in Section 3.17.4 that calls for the upgrading of local infrastructure that is required to serve the project. As a result, no significant adverse impacts on regional treatment facilities are anticipated.

*B. Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts? Less than Significant Impact with Mitigation.*

The City of San Fernando provides water service to a geographic area of 2.42 square miles and a population of approximately 24,600. The City's water distribution system provides approximately one billion gallons of water on an annual basis within its service area. Water may be derived from three sources that include local groundwater drawn from the Sylmar Groundwater Basis, imported water from the Metropolitan Water District (MWD), and emergency water from the City of Los Angeles.<sup>88</sup> The waste treatment facilities are described in the previous section.

The nearest sewers lines to the project site include an 8-inch line in First Street and a 15-inch line in Harding Avenue. The future residential development contemplated under the proposed project (113 units) is anticipated to generate approximately 13,560 gallons of effluent daily. This effluent generation assumes a rate of 120 gallons per day, per unit. The nearest water lines to the project site include a 6-inch line in First Street, an 8-inch line in Second Street, and a 12-inch line in Harding Avenue. The future

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<sup>88</sup> City of San Fernando. Annual Water Quality Report 2009. 2011

residential development (113 units) is anticipated to consume approximately 22,600 gallons of water on a daily basis. This water consumption rate assumes a rate of 200 gallons per day, per unit. The proposed multiple-family residential development will potentially require local water and sewer improvements to accommodate the projected increase in demand.

Currently the water delivery system surrounding the project site includes: 12-inch ductile iron pipe on First Street, an 8-inch cast iron pipe on First Street, a 12-inch ductile iron pipe on Harding Avenue, and an 8-inch steel pipe on Harding Avenue. The current sewer system includes: 8-inch sewer line on First Street and a 15-inch sewer line on Harding Avenue. The 15-inch sewer line on Harding meets the 8-inch sewer line on First Street and goes into a 15-inch sewer line on First Street. The sewer line at First Street is working at maximum capacity during peak hours. The developer may have to extend the sewer main on Maclay at the alley down to Maclay at Celis in order to divert some of the sewage flow and be able to connect to the sewer system. The project's engineer should consider existing sewer capacity and proposed sewage flow resulting from this development. Any proposed solution to any water and sewer capacity issues must be reviewed by the Public Works Director or his or her designee and must also be consistent with any applicable mitigation measure as noted in the project's mitigation monitoring plan. Mitigation has been included in Section 3.17.4. The implementation of the mitigation will reduce the level of impact to less than significant.

*C. Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? Less than Significant Impact with Mitigation.*

The City of San Fernando is served by the Los Angeles County Flood Control District (LACFCD), which operates and maintains regional and municipal storm drainage facilities. The City works with the (LACFCD) in making local drainage plans and improvements. As part of the site's development, certain improvements will be installed that will affect the amount of potential storm water runoff. The proposed project's contractors will be required to implement storm water pollution control measures and to obtain storm water runoff permits pursuant to the NPDES requirements. Mitigation has been recommended as a means to control potential contaminants that may impact the storm water runoff in Section 3.9.4. Adherence to the recommended mitigation measures will reduce the potential impacts to levels that are less than significant.

*D. Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? Less than Significant Impact.*

Water in the project area is supplied by the City of San Fernando Water Department. The nearest water lines to the project site include a 6-inch line in First Street, an 8-inch line in Second Street, and a 12-inch line in Harding Avenue. The future residential development (113 units) is anticipated to consume approximately 22,600 gallons of water on a daily basis. This water consumption rate assumes a rate of 200 gallons per day, per unit. The City's local groundwater supply is provided by four water wells and imported supplies are available from a connection to an MWD line. The City's water distribution system consists of approximately 5,000 service connections and a 66.5 mile system of water lines. According to

the most recent water master plan prepared for the City, the reliability of the local water supply is anticipated to remain consistent or near the 3,405 acre feet/year (AFY) allocation. As a result, the potential impacts are considered to be less than significant.

*E. Would the project result in a determination by the provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments? Less than Significant Impact.*

Water in the project area is supplied by the City of San Fernando Water Department. The City's water distribution system consists of approximately 5,000 service connections and a 66.5 mile system of water lines. The future residential development (113 units) is anticipated to consume approximately 22,600 gallons of water on a daily basis. This water consumption rate assumes a rate of 200 gallons per day, per unit. According to the most recent water master plan prepared for the City, the reliability of the local water supply is anticipated to remain consistent or near the 3,405 acre feet/year (AFY) allocation. As a result, the potential impacts are considered to be less than significant.

*F. Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? Less than Significant Impact.*

Municipal solid waste collection services within San Fernando are provided by Crown Disposal Company Inc. under contract. Crown Disposal Co., Inc. currently has an exclusive contract with the City of San Fernando to provide waste and recycling services for all residential, commercial, and industrial customers, including construction and demolition hauling services. The proposed 113 residential units possible under the proposed project's implementation are projected to generate 452 pounds of solid waste on a daily basis assuming 4 pounds of solid waste per day, per unit. This represents less than 0.001% of the total daily authorized waste capacity of the Bradley Landfill. As a result, the potential solid waste impacts from future development are considered to be less than significant.

*F. Would the project comply with federal, state, and local statutes and regulations related to solid waste? No Impact.*

Future residential development, like all other development in the City, will be required to adhere to all pertinent ordinances related to waste reduction and recycling. As a result, no adverse waste impact on regulations pertaining to solid waste generation will result from the proposed project's implementation.

*G. Would the project result in a need for new systems, or substantial alterations in power or natural gas facilities? No Impact.*

The Southern California Edison Company ("SCE") and Sempra Energy provide service upon demand, and early coordination with these utility companies will ensure adequate and timely service to the project. Both utilities currently serve the planning area. Thus, no significant adverse impacts on power and natural gas services will result from the implementation of the proposed project.

*H. Would the project result in a need for new systems, or substantial alterations in communications systems? No Impact.*

Future residential development will require continued telephone service from various local and long-distance providers. The existing telephone lines on Harding Avenue will continue to be utilized to provide service to the proposed project. Thus, no impacts on communication systems are anticipated.

### **3.17.3 CUMULATIVE IMPACTS**

The potential impacts related to water line and sewer line capacities are site specific. Furthermore, the analysis herein also determined that the proposed project would not result in any significant adverse impact on local utilities. The ability of the existing sewer and water lines to accommodate the projected demand from future related projects will require evaluation on a case-by-case basis. As a result, no cumulative impacts on utilities will occur.

### **3.17.4 MITIGATION MEASURES**

The analysis of utilities impacts indicated that there would potentially significant impacts requiring mitigation. The following mitigation would be required as a means to mitigate potential adverse impacts that would result from the proposed project.

*Mitigation Measure 29 (Utility Impacts).* The applicant must submit a Utility Plan showing all existing public utilities and any proposed relocations/realignments. Also the plan must identify any proposed relocation of sewer laterals, water service, water meter, and fire hydrant and how they line up with proposed development.

*Mitigation Measure 26 (Utility Impacts).* The applicant will be required to submit an Off-site Improvement Plan with quantities and cost estimate, including all utilities and improvements in the public right-of-way (sidewalk, driveway, curb and gutter), wheel chair ramps, parkway trees, street improvements, striping, et cetera. A cost estimate must also be prepared by a California Registered Civil Engineer based on mutually agreed unit prices.

*Mitigation Measure 27 (Utility Impacts).* The applicant shall submit s Water and Sewer Study to ensure current systems meet proposed development's future demands. Any proposed solution to any water and sewer capacity issues must be reviewed by the Public Works Director or his or her designee and must also be consistent with any applicable mitigation measure as noted in the project's mitigation monitoring plan.



### 3.18 MANDATORY FINDINGS OF SIGNIFICANCE

The following findings can be made regarding the mandatory findings of significance set forth in Section 15065 of the CEQA Guidelines based on the results of this environmental assessment:

- The approval and subsequent implementation of the proposed project *will not* have the potential to degrade the quality of the environment, with the implementation of the mitigation measures included herein.
- The approval and subsequent implementation of the proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals, with the implementation of the mitigation measures referenced herein.
- The approval and subsequent implementation of the proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity, with the implementation of the mitigation measures contained herein.
- The approval and subsequent implementation of the proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly, with the implementation of the mitigation measures contained herein.
- The Initial Study indicated there is no evidence that the proposed project will have an adverse effect on wildlife resources or the habitat upon which any wildlife depends.



## SECTION 4 CONCLUSIONS

### 4.1 FINDINGS

The Initial Study determined that the proposed project is not expected to have significant adverse environmental impacts, with the implementation of the mitigation measure. The following findings can be made regarding the mandatory findings of significance set forth in Section 15065 of the CEQA Guidelines based on the results of this initial study:

- The proposed project *will not* have the potential to degrade the quality of the environment, with the implementation of the mitigation measures included herein.
- The proposed project *will not* have the potential to achieve short term goals to the disadvantage of long-term environmental goals, with the implementation of the mitigation measures referenced herein.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity, with the implementation of the mitigation measures contained herein.
- The proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly, with the implementation of the mitigation measures contained herein.

In addition, pursuant to Section 21081(a) of the Public Resources Code, findings must be adopted by the decision-maker coincidental to the approval of a Mitigated Negative Declaration, which relates to the Mitigation Monitoring Program. These findings shall be incorporated as part of the decision-maker's findings of fact, in response to AB 3180 and in compliance with the requirements of the Public Resources Code. In accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the City of San Fernando can make the following additional findings:

- A Mitigation Reporting and Monitoring Program will be required; and,
- An accountable enforcement agency or monitoring agency shall be identified for the Mitigation Measures adopted as part of the decision-maker's final determination.



## SECTION 5 REFERENCES

### 5.1 PREPARES

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### 5.2 REFERENCES

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# **MITIGATION MONITORING AND REPORTING PROGRAM**

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**HARDING AVE./FERMOORE ST. APARTMENTS  
HARDING AVE. & FERMOORE ST.  
SAN FERNANDO, CALIFORNIA**



**LEAD AGENCY:**

**CITY OF SAN FERNANDO  
COMMUNITY DEVELOPMENT DEPARTMENT  
117 MACNEIL STREET  
SAN FERNANDO, CALIFORNIA 91340**

**MARCH 6, 2012**

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## **1. OVERVIEW OF PROJECT**

The City of San Fernando Community Development Department (referred to hereinafter as the Lead Agency) is reviewing a development proposal for an apartment complex that will be constructed in two phases. Phase 1 (the Fermoore Phase) will consist of 84 rental units that will be reserved for low income households. Phase 2 (the Harding Phase) will consist of 29 units reserved for low income households. A total of 113 units will be constructed. The proposed apartment buildings will consist of four levels with enclosed parking provided on the ground level. The applicant for the proposed project is Aszkenazy Development, Inc. located at 601 S. Brand Boulevard, Third Floor, San Fernando, California.

## **2. FINDINGS OF ENVIRONMENTAL ASSESSMENT**

The initial study prepared for the proposed project indicated that the proposed project is not expected to result in significant adverse environmental impacts, upon implementation of the required mitigation measures. The following mandatory findings of significance can be made as set forth in Section 15065 of the CEQA Guidelines, as amended, based on the results of this environmental assessment:

- The proposed project *will not* have the potential to degrade the quality of the environment;
- The proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals;
- The proposed project *will not* have impacts, that are individually limited, but cumulatively considerable,
- The proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly.

## **3. FINDINGS RELATED TO MITIGATION MONITORING**

Section 21081(a) of the Public Resources Code states that findings must be adopted by the decision-makers coincidental to the approval of a Mitigated Negative Declaration. These findings shall be incorporated as part of the decision-maker's findings of fact, in response to AB 3180 and in compliance with the requirements of the Public Resources Code. In accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the City of San Fernando may make the following additional findings:

- A mitigation reporting or monitoring program will be required;
- Site plans and/or building plans, submitted for approval by the responsible monitoring agency, shall include the required standard conditions; and,
- An accountable enforcement agency or monitoring agency shall be identified for the mitigations adopted as part of the decision-maker's final determination.

## 4. MITIGATION MEASURES

### Mitigation of Aesthetic Impacts

The following mitigation measures will reduce the proposed project's light and glare impacts to levels that are less than significant:

*Mitigation Measure 1 (Aesthetic Impacts).* The applicant shall prepare and submit an outdoor lighting plan (which includes a photometric analysis) pursuant to the City's Lighting Ordinance (Chapter 106-834, Lighting) to the Community Development Department that includes a foot-candle map illustrating the amount of light from the project site at adjacent light sensitive receptors. The outdoor lighting plan shall be subject to final review and approval by the Community Development Department. Landscape lighting shall be designed as an integral part of the project. Lighting levels shall respond to the type, intensity, and location of use. Safety and security for pedestrians and vehicular movements must be anticipated. Light fixtures shall have cut-off shields to prevent light spill and glare into adjacent areas.

*Mitigation Measure 2 (Aesthetic Impacts).* The exterior window glazing of the proposed apartment structures shall be constructed of materials that consist of non-reflective tinted glass (no mirror-like tints or films).

### Mitigation of Air Quality Impacts

The analysis of potential air quality impacts indicated that no significant adverse operational impacts would result from the proposed project's implementation. However, the following measures will be required to further mitigate potential short-term construction related emissions.

*Mitigation Measure 3 (Construction Emissions).* All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.

*Mitigation Measure 4 (Construction Emissions).* The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.

*Mitigation Measure 5 (Construction Emissions).* All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.

*Mitigation Measure 6 (Construction Emissions).* All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.

*Mitigation Measure 7 (Construction Emissions).* All dirt/soil materials transported off-site shall be either sufficiently watered and securely covered to prevent excessive amount of dust.

*Mitigation Measure 8 (Construction Emissions).* General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.



*Mitigation Measure 9 (Construction Emissions).* Trucks and other construction equipment shall be shut off when not in use.

### **Mitigation of Hazardous Materials Impacts**

The following measures are required to ensure that any hazardous materials that may be encountered during the interior improvements are properly handled:

*Mitigation Measure 10 (Hazardous Materials).* Should hazardous materials be encountered during the construction phases, the contractors shall comply with existing regulations regarding the proper removal, handling, and disposal to prevent undue risks to the public.

*Mitigation Measure 11 (Hazardous Materials).* The building contractors must adhere to all requirements governing the handling, removal, and disposal of hazardous substances and materials that may be encountered during construction activities.

### **Mitigation of Hydrological and Water Quality Impacts**

As indicated previously, the site's hydrological characteristics will not substantially change. Mitigation has been recommended as a means to comply with CWA and NPDES requirements.

*Mitigation Measure 12 (Hydrology and Water Quality).* The applicant will be required to submit a grading and drainage plan for on-site as well as elevations along the adjacent lots. The applicant will also be required to submit a hydrology study that indicates how the area will drain down to the First Street storm drain.

*Mitigation Measure 13 (Hydrology and Water Quality).* Treatment of storm flows will be required to reduce or eliminate the particulate matter washed into the storm drain system in order to obtain a storm water discharge permit in accordance with NPDES requirements.

*Mitigation Measure 14 (Hydrology and Water Quality).* Prior to issuance of building permits, a Storm Water Management Plan utilizing Best Management Practices to control or reduce the discharge of pollutants to the maximum extent practicable shall be prepared and approved by the Public Works Director.

*Mitigation Measure 15 (Hydrology and Water Quality).* Future development must demonstrate compliance to the pertinent NPDES requirements concerning industrial wastewater discharges prior to issuance of the building permits.

### **Mitigation of Noise Impacts**

Potential short term noise impacts may result from the construction of the proposed project. However, these impacts can be mitigated to a level of insignificance by the following measures:

*Mitigation Measure 16 (Construction Noise Control).* The project shall comply with the City of San Fernando Noise Control Ordinance and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

*Mitigation Measure 17 (Construction Noise Control).* Construction and demolition shall be

restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.

*Mitigation Measure 18 (Construction Noise Control).* Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously.

*Mitigation Measure 19 (Construction Noise Control).* The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

*Mitigation Measure 20 (Construction Noise Control).* The project sponsor shall comply with the Noise Insulation Standards of Title 24 of the California Code Regulations, which insure an acceptable interior noise environment.

### **Mitigation of Public Service Impacts**

The analysis of public service impacts indicated that potentially significant adverse impacts on fire and law enforcement services may result from the proposed project's approval and subsequent implementation. As a result, the following mitigation, with respect to public services, is required:

*Mitigation Measure 21 (Public Services).* The proposed project will be subject to review and approval by the City of Los Angeles Fire Department to ensure that fire safety and fire prevention measures are incorporated into the project. In addition, the Fire Department will be required to review and approve any evacuation plan as well as the on-site circulation to ensure that emergency vehicles can easily access the site.

*Mitigation Measure 22 (Public Services).* The projects' management must ensure that all fire lanes remain open at all times.

*Mitigation Measure 23 (Public Services).* The proposed project will be subject to review and approval by the San Fernando Police Department to ensure that public safety measures are incorporated into the project. In addition, the Police Department will be required to review and approve any security plan.

*Mitigation Measure 24 (Public Services).* The proposed fire lane/driveway along Fermoore Street must be realigned and located within the property line (and not within the neighboring lot). In the event that it is located in the neighboring lot, documentation from the neighbor that grants the developer permission to build fire lane/driveway over his lot must be submitted and recorded as a private easement. Any recorded easements as a result of this development must be submitted to the City.

### **Mitigation of Transportation and Circulation Impacts**

The analysis of potential impacts related to traffic and circulation indicated that the following mitigation would be required as a means to mitigate potential adverse impacts that would result from the proposed project.

*Mitigation Measure 25 (Traffic Impacts).* The applicant must submit a traffic report that evaluates the adequacy of the existing affected roadway configuration to accommodate the project traffic. The analysis must also consider stop signs or signal timing. A protected left turn arrow may be needed at

the traffic signal on First Street and Harding Avenue in order to accommodate the increased traffic flow on to First Street.

Mitigation Measure 26 (Traffic Impacts). The applicant will be required to rehabilitate the existing street pavement on First Street and Harding Avenue based on the recommendations of the applicant's Soils/Pavement Engineer and the Off-site Improvement Plan.

Mitigation Measure 27 (Traffic Impacts). The applicant shall ensure all adjacent properties in cul-de-sacs have access to public right-of-way by providing lot dedications as needed. In addition, the fire access road identified on the site plan for the Phase 1 development shall be upgraded to accommodate primary vehicular access.

Mitigation Measure 28 (Traffic Impacts). All driveways and fire lanes must be kept open at all times. No resident or guest parking will be permitted. No storage of inoperable vehicles in the designated parking stalls will be permitted. Tandem parking stalls will be assigned to the three-bedroom units.

### **Mitigation of Utility Impacts**

Mitigation Measure 29 (Utility Impacts). The applicant must submit a Utility Plan showing all existing public utilities and any proposed relocations/realignments. Also the plan must identify any proposed relocation of sewer laterals, water service, water meter, and fire hydrant and how they line up with proposed development.

Mitigation Measure 30 (Utility Impacts). The applicant will be required to submit an Off-site Improvement Plan with quantities and cost estimate, including all utilities and improvements in the public right-of-way (sidewalk, driveway, curb and gutter), wheel chair ramps, parkway trees, street improvements, striping, et cetera. A cost estimate must also be prepared by a California Registered Civil Engineer based on mutually agreed unit prices.

Mitigation Measure 31 (Utility Impacts). The applicant shall submit a Water and Sewer Study to ensure current systems meet proposed development's future demands. Any proposed solution to any water and sewer capacity issues must be reviewed by the Public Works Director or his or her designee and must also be consistent with any applicable mitigation measure as noted in the project's mitigation monitoring plan.

## **5. MITIGATION MONITORING**

The monitoring and reporting on the implementation of these measures, including the period for implementation, monitoring agency, and the monitoring action, are identified in Table 1 provided below.

**Table 1**  
**Mitigation-Monitoring Program**

Measure	Enforcement Agency	Monitoring Phase
<b>Mitigation Measure No. 1 (Light and Glare Impacts).</b> The applicant shall prepare and submit an outdoor lighting plan (which includes a photometric analysis) pursuant to the City's Lighting Ordinance (Chapter 106-834, Lighting) to the Community Development Department that includes a foot-candle map illustrating the amount of light from the project site at adjacent light sensitive receptors. The outdoor lighting plan shall be subject to final review and approval by the Community Development Department. Landscape lighting shall be designed as an integral part of the project. Lighting levels shall respond to the type, intensity, and location of use. Safety and security for pedestrians and vehicular movements must be anticipated. Light fixtures shall have cut-off shields to prevent light spill and glare into adjacent areas.	Community Development Department <i>(applicant is responsible for implementation)</i>	<i>Operational Phases</i> • Prior to the issuance of Building Permits
<b>Mitigation Measure 2 (Light and Glare).</b> The exterior window glazing of the proposed apartment structures shall be constructed of materials that consist of non-reflective tinted glass (no mirror-like tints or films).	Community Development Department <i>(applicant is responsible for implementation)</i>	<i>Operational Phases</i> • Prior to the issuance of Building Permits
<b>Mitigation Measure 3 (Construction Emissions).</b> All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.	Community Development Department <i>(applicant is responsible for implementation)</i>	<i>During Project Construction</i> • Mitigation ends at the completion of the construction phases
<b>Mitigation Measure 4 (Construction Emissions).</b> The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.	Community Development Department <i>(applicant is responsible for implementation)</i>	<i>During Project Construction</i> • Mitigation ends at the completion of the construction phases
<b>Mitigation Measure 5 (Construction Emissions).</b> All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.	Community Development Department <i>(applicant is responsible for implementation)</i>	<i>During Project Construction</i> • Mitigation ends at the completion of the construction phases
<b>Mitigation Measure 6 (Construction Emissions).</b> All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.	Community Development Department <i>(applicant is responsible for implementation)</i>	<i>During Project Construction</i> • Mitigation ends at the completion of the construction phases

**Table 1**  
**Mitigation-Monitoring Program (continued)**

Measure	Enforcement Agency	Monitoring Phase
<b>Mitigation Measure 7 (Construction Emissions).</b> All dirt/soil materials transported off-site shall be either sufficiently watered and securely covered to prevent excessive amount of dust.	Community Development Department (applicant is responsible for implementation)	During Project Construction • Mitigation ends at the completion of the construction phases
<b>Mitigation Measure 8 (Construction Emissions).</b> General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.	Community Development Department (applicant is responsible for implementation)	During Project Construction • Mitigation ends at the completion of the construction phases
<b>Mitigation Measure 9 (Construction Emissions).</b> Trucks and other construction equipment shall be shut off when not in use.	Community Development Department (applicant is responsible for implementation)	During Project Construction • Mitigation ends at the completion of the construction phases
<b>Mitigation Measure 10 (Hazardous Materials).</b> Should hazardous materials be encountered during the construction phases, the contractors shall comply with existing regulations regarding the proper removal, handling, and disposal to prevent undue risks to the public.	Community Development Department (applicant is responsible for implementation)	During Project Construction • Mitigation ends at the completion of the construction phases.
<b>Mitigation Measure 11 (Hazardous Materials).</b> The building contractors must adhere to all requirements governing the handling, removal, and disposal of hazardous substances and materials that may be encountered during construction activities.	Community Development Department (applicant is responsible for implementation)	During Project Construction • Mitigation ends at the completion of the construction phases.
<b>Mitigation Measure 12 (Hydrology and Water Quality).</b> The applicant will be required to submit a grading and drainage plan for on-site as well as elevations along the adjacent lots. The applicant will also be required to submit a hydrology study that indicates how the area will drain down to the First Street storm drain.	Public Works Department (applicant is responsible for implementation)	During Project Construction • Mitigation prior to the completion of design phase.
<b>Mitigation Measure 13 (Hydrology and Water Quality).</b> Treatment of storm flows will be required to reduce or eliminate the particulate matter washed into the storm drain system in order to obtain a storm water discharge permit in accordance with NPDES requirements.	Public Works Department (applicant is responsible for implementation)	During Project Construction • Mitigation ends at the completion of the construction phases.

**Table 1**  
**Mitigation-Monitoring Program (continued)**

Measure	Enforcement Agency	Monitoring Phase
<b>Mitigation Measure 14 (Hydrology and Water Quality).</b> Prior to issuance of building permits, a Storm Water Management Plan utilizing Best Management Practices to control or reduce the discharge of pollutants to the maximum extent practicable shall be prepared and approved by the Public Works Director.	Public Works Department (applicant is responsible for implementation)	Prior to Project Construction • Prior to issuance of building permit.
<b>Mitigation Measure 15 (Hydrology and Water Quality).</b> Future development must demonstrate compliance to the pertinent NPDES requirements concerning industrial wastewater discharges prior to issuance of the building permits.	Public Works Department (applicant is responsible for implementation)	Prior to Project Construction • Prior to issuance of building permit.
<b>Mitigation Measure 16 (Construction Noise Control).</b> The project shall comply with the City of San Fernando Noise Control Ordinance and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.	Community Development Department (applicant is responsible for implementation)	Over Project Lifetime • Mitigation will continue over the operational life of the project.
<b>Mitigation Measure 17 (Construction Noise Control).</b> Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.	Community Development Department (applicant is responsible for implementation)	During Project Construction • Mitigation ends at the completion of the construction phases.
<b>Mitigation Measure 18 (Construction Noise Control).</b> Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously.	Community Development Department (applicant is responsible for implementation)	During Project Construction • Mitigation ends at the completion of the construction phases.
<b>Mitigation Measure 19 (Construction Noise Control).</b> The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.	Community Development Department (applicant is responsible for implementation)	During Project Construction • Mitigation ends at the completion of the construction phases.
<b>Mitigation Measure 20 (Construction Noise Control).</b> The project sponsor shall comply with the Noise Insulation Standards of Title 24 of the California Code Regulations, which insure an acceptable interior noise environment.	Community Development Department (applicant is responsible for implementation)	During Project Construction • Mitigation ends at the completion of the construction phases.

<p><b>Mitigation Measure 21 (Public Services).</b> The proposed project will be subject to review and approval by the City of Los Angeles Fire Department to ensure that fire safety and fire prevention measures are incorporated into the project. In addition, the Fire Department will be required to review and approve any evacuation plan as well as the on-site circulation to ensure that emergency vehicles can easily access the site. <i>Mitigation Measure 25 (Traffic Impacts).</i> The applicant must submit a traffic report that evaluates the adequacy of the existing affected roadway configuration to accommodate the project traffic. The analysis must also consider stop signs or signal timing. A protected left turn arrow may be needed at the traffic signal on First Street and Harding Avenue in order to accommodate the traffic flow on to First Street.</p>	<p>Public Works Department (applicant is responsible for implementation)</p>	<p><i>During Project Design</i></p> <ul style="list-style-type: none"> <li>• Mitigation ends at the completion of the design phases.</li> </ul>
<p><b>Mitigation Measure 22 (Public Services).</b> The projects' management must ensure that all fire lanes remain open at all times.</p>	<p>Community Development Department (applicant is responsible for implementation)</p>	<p><i>Over Project Lifetime</i></p> <ul style="list-style-type: none"> <li>• Mitigation will continue over the operational life of the project.</li> </ul>
<p><b>Mitigation Measure 23 (Public Services).</b> The proposed project will be subject to review and approval by the San Fernando Police Department to ensure that public safety measures are incorporated into the project. In addition, the Police Department will be required to review and approve any security plan.</p>	<p>Community Development Department (applicant is responsible for implementation)</p>	<p><i>During Project Design</i></p> <ul style="list-style-type: none"> <li>• Mitigation ends at the completion of the design phases.</li> </ul>
<p><b>Mitigation Measure 24 (Public Services).</b> The proposed fire lane/driveway along Fermoore Street must be realigned and located within the property line (and not within the neighboring lot). In the event that it is located in the neighboring lot, documentation from the neighbor that grants the developer permission to build fire lane/driveway over his lot must be submitted and recorded as a private easement. Any recorded easements as a result of this development must be submitted to the City.</p>	<p>Community Development Department (applicant is responsible for implementation)</p>	<p><i>During Project Design</i></p> <ul style="list-style-type: none"> <li>• Mitigation ends at the completion of the design phases.</li> </ul>
<p><b>Mitigation Measure 25 (Traffic Impacts).</b> The applicant must submit a traffic report that evaluates the adequacy of the existing affected roadway configuration to accommodate the project traffic. The analysis must also consider stop signs or signal timing.</p>	<p>Public Works Department (applicant is responsible for implementation)</p>	<p><i>During Project Design</i></p> <ul style="list-style-type: none"> <li>• Mitigation ends at the completion of the design phases.</li> </ul>
<p><b>Mitigation Measure 26 (Traffic Impacts).</b> The applicant will be required to rehabilitate the existing street pavement on First Street and Harding Avenue based on the recommendations of the applicant's Soils/Pavement Engineer and the Off-site Improvement Plan.</p>	<p>Public Works Department (applicant is responsible for implementation)</p>	<p><i>During Project Design</i></p> <ul style="list-style-type: none"> <li>• Mitigation ends at the completion of the design phases.</li> </ul>
<p><b>Mitigation Measure 27 (Traffic Impacts).</b> The applicant shall ensure all adjacent properties in cul-de-sacs have access to public right-of-way by providing lot dedications as needed. In addition, the fire access road identified on the site plan for the Phase 1 development shall be upgraded to accommodate primary vehicular access.</p>	<p>Public Works Department (applicant is responsible for implementation)</p>	<p><i>During Project Design</i></p> <ul style="list-style-type: none"> <li>• Mitigation ends at the completion of the design phases.</li> </ul>

<p><b>Mitigation Measure 28 (Traffic Impacts).</b> All driveways and fire lanes must be kept open at all times. No resident or guest parking will be permitted. No storage of inoperable vehicles in the designated parking stalls will be permitted. Tandem parking stalls will be assigned to the three-bedroom units.</p>	<p>Community Development Department  <i>(applicant is responsible for implementation)</i></p>	<p><i>Over Project Lifetime</i></p> <ul style="list-style-type: none"> <li>• Mitigation will continue over the operational life of the project.</li> </ul>
<p><b>Mitigation Measure 29 (Utility Impacts).</b> The applicant must submit a Utility Plan showing all existing public utilities and any proposed relocations/realignments. Also the plan must identify any proposed relocation of sewer laterals, water service, water meter, and fire hydrant and how they line up with proposed development.</p>	<p>Public Works Department  <i>(applicant is responsible for implementation)</i></p>	<p><i>During Project Design</i></p> <ul style="list-style-type: none"> <li>• Mitigation ends at the completion of the design phases.</li> </ul>
<p><b>Mitigation Measure 30 (Utility Impacts).</b> The applicant will be required to submit an Off-site Improvement Plan with quantities and cost estimate, including all utilities and improvements in the public right-of-way (sidewalk, driveway, curb and gutter), wheel chair ramps, parkway trees, street improvements, striping, et cetera. A cost estimate must also be prepared by a California Registered Civil Engineer based on mutually agreed unit prices.</p>	<p>Public Works Department  <i>(applicant is responsible for implementation)</i></p>	<p><i>During Project Design</i></p> <ul style="list-style-type: none"> <li>• Mitigation ends at the completion of the design phases.</li> </ul>
<p><b>Mitigation Measure 31 (Utility Impacts).</b> The applicant shall submit a Water and Sewer Study to ensure current systems meet proposed development's future demands. Any proposed solution to any water and sewer capacity issues must be reviewed by the Public Works Director or his or her designee and must also be consistent with any applicable mitigation measure as noted in the project's mitigation monitoring plan.</p>	<p>Public Works Department  <i>(applicant is responsible for implementation)</i></p>	<p><i>During Project Design</i></p> <ul style="list-style-type: none"> <li>• Mitigation ends at the completion of the design phases.</li> </ul>